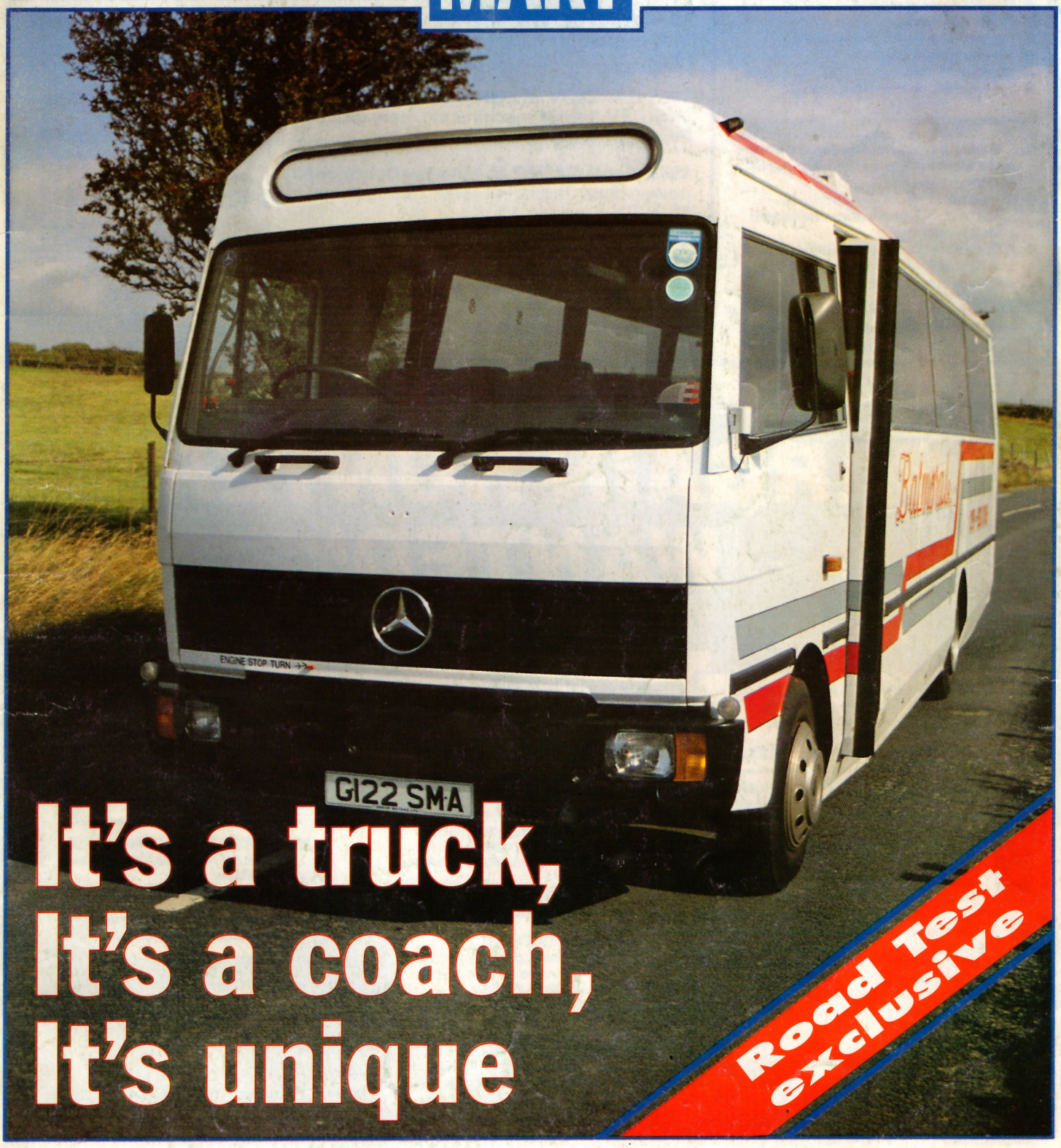
COACH MART

The weekly for the coach industry

Issue 625 £1

February 7, 1991



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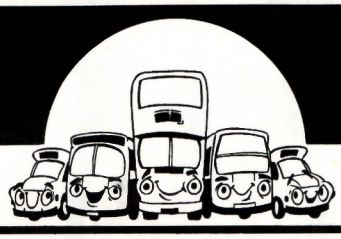

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M.O.T. JANUARY 1992 **£27,500**

VOLVO 1981 B58 PLAXTON SUPREME 12M, 49 recliners, brown moquette, toilet at nearside rear, power entrance door, tinted side windows with curtains, finished white.
M.O.T. JANUARY 1992 **£19,500**

LEYLAND 1985 TIGER 245 PLAXTON PARAMOUNT 3500 12M, 51 str., autumn tint moquette, (46 reclining + 5 fixed at rear), power operated entrance door, TELMA, courier seat, curtains, continental door, provision for driver's berth, finished all white.
M.O.T. FEBRUARY 1992 **£42,500**

VOLVO 1984 (AUGUST) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet with continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired and boxed for T.V./video, finished silver/blue.
M.O.T. JULY 1991 **£47,500**

DAF 1984 MB200 DKFL CAETANO ALGARVE 12M, fitted 49 recliners, grey/orange moquette, power door, courier seat, curtains, toilet, wired for T.V./video, carpet, water boiler, finished duo red/white.
M.O.T. JUNE 1991 **£37,500**

FORD 1983 R1114 DUPLE DOMINANT IV, 53 str., autumn tint moquette, power door, finished white/blue.
M.O.T. JANUARY 1992 **£14,500**

VOLVO 1984 (SEPTEMBER) B10M BERKHOF ESPRITE HIGH-LINE 12M, 49 recliners, saloon toilet at rear, courier seat, curtains, carpet, power entrance door, Webasto heating, grey/red moquette, finished all white.
M.O.T. MARCH 1992 **£42,500**

LEYLAND 1987 TIGER 260 DUPLE 320 12M, 50 recliners, grey moquette, power door, toilet, servery, suspension raise system, finished all white.
M.O.T. JANUARY 1992 **£47,500**

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COMMENT

THE Bus and Coach Council may have jumped the gun by even mentioning fuel rationing to the Department of Transport.

An oil industry spokesman *Coachmart* spoke to was flabbergasted when he was told that BCC has approached the Government to stake a claim for PSV fuel supplies should rationing occur: 'The world is awash with oil at the moment,' said the oil man. 'The BCC need have no worries.'

Of course, there's many a slip twixt barrel and pump and we may have reason to thank the BCC later. But the oil situation is certainly not as bad as many pundits predicted last August.

One thing that doesn't seem to have improved is the oil companies' lightning-quick reaction to crude oil price rises, which are reflected at the pump within hours; but its doziness when the barrel price falls. Only last week did the retail price per gallon for BP's derv drop 4p to £1.90 - still 4p ahead of last August's price.

Our oil man gave an outline of BP's operation which helps shed some light on the situation. BP gets 90 percent of its supply from Alaska and the North Sea, so the 10 percent from OPEC countries has minimal effect. Other oil companies rely heavily on the Middle East, but the Middle East can produce oil as fast as the world can use it. Even the loss of Kuwaiti and Iraqi supply has had little effect on total production. Indeed, there is more now than when Kuwait was invaded.

Diesel and heating oil share so much in common that the prices are almost inextricably linked. So much so that in times of high demand - winter! - the oil companies play the market to maximise profit. The oil spokesman admitted that the competitors' price has a big bearing on any decision to drop prices, regardless of what crude prices are doing.

Petrol demand remains pretty well stable - indeed it drops in winter. Low demand, brings lower prices more quickly at the pumps.

The apparently odd phenomenon of pump prices is thus explained: high demand brings high prices. And that's simply business at work. The more you want something, the more you have to pay.

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■EXPRESS SERVICE

New M40 service

A TIE-UP between Oxford's Citylink and Midland Red South's express coaching operations will bring a new Oxford-Birmingham service in March.

The service, which runs along the new M40 extension on a two-hourly frequency, uses a coach from each company. City of Oxford Motor Services operations manager Eirgwyn Jones said he expected a broad range of passengers.

'The bulk will be air travellers for Birmingham Airport, but a 6.30am start in Oxford may draw in a few commuters,' he told *Coachmart*. The Birminghan end starts at 9 am, picking up at six stop en route including Banbury.

● *COMS and MRS have competition from both National Express and Flights along the new M40 corridor.*

■COACH

Cash threat to operators

GATWICK Airport is threatening to withdraw credit facilities from operators who make fewer than 200 visits a year.

Operators paying to use Gatwick have been promised bigger discounts on pre-paid entry vouchers but the need for better volumes has, Gatwick Airport Ltd told the BCC advisory committee, brought about the new credit system.

● Gatwick is asking operators to tell its passenger transport services what kind of frozen food drivers would like in the newly-equipped rest room. A microwave oven will be installed. *Contact Peter Kefford, on 0293 503045.*

■TAKEOVER

Coach Europe group gets £90m boost

COACH Europe's parent, International Leisure Group, last week used a rights issue to raise £90 million to ease the pressure of the Gulf War on its airline business.

ILG subsidiary Air Europe reports scheduled air-traffic has plummeted by 15 percent, but Coach Europe managing director Paul Cresswell is confident the coach business will be less severely affected.

He told *Coachmart:* 'There is no problem at all. Coach Europe continues as before, and we don't anticipate any changes in our plans or activities, he said.'

'Overall bookings are down for the holiday product, but coaching is doing better.'

ILG's travel division includes Coach Europe, Air Europe, IntaSun, Global, Club 18-30 and Lancaster.

Mr Cresswell explained the benefits of the substantial injection, which came from ILG's bank and shareholders. 'The group is now well funded and in a good positon for when the war ends.'

ILG is an unquoted company owned jointly by its management and new German investors, Harpener and Asko. The rights issue will probably dilute the management stake.

■BUS

Tenby backs coach hire and tours

TENBY Bus and Coach is to expand its coach fleet and sell off four of its service buses.

The Dyfed-based company says school contract work has been a disappointment while coach work - including contracts with Festive holidays, Leger Travel, Quest, and Live in Europe - has been a better prospect. Joint owner John Barrow said he'd given notice on two school contracts. 'Results were disapointing and we were suffering damaged vehicles for a small return,' he said.

Last year the company ran 10 in-house tours and 15 private hire continental tours.

Tenby Bus and Coach: coach work has been a better prospect.

Mr Barrow and Tony Dowler run seven DAF executives on in-house tours and contracts, together with eight buses. The company is selling four Bristol single-deck buses - but is keeping three AECs and a Leyland Leopard.

Later this year it hopes to buy two more executive tourers for its own work and contracts with Festive Holidays, Leger Travel, Quest and Live in Europe.

■RECEIVERSHIP

Pleasureworld tourism attractions to carry on

PLEASUREWORLD owner RKF Leisure Ltd is in receivership, but its East Anglian coach tourism attractions are expected to open as usual this Easter.

Receiver Mark Batten hopes to sell the profitable Pleasureworld as a going concern within the next few weeks.

He said: 'There has been considerable interest shown in Pleasureworld since it was offered for sale by RKF last November.' A management buyout is a strong possibility.

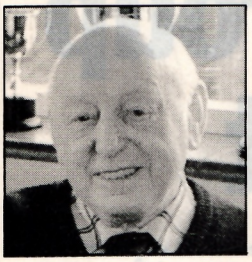
Pleasureworld operates the Pleasureworld Hills American Theme Park near Lowestoft, the Sea Life Centres at Great Yarmouth and Hunstanton and the Bure Valley Railway.

Mr Batten commented: 'Pleasureworld's problems appear to have been caused largely by problems elsewhere in the group, principally in its property division which has inevitaly suffered in the current financial climate.'

Pleasurewood Hills attracted 500,000 visitors last season and contributed £3.5 million to group turnover.

The two Sea Life Centres, franchised from Sea Life Centre (Holdings) Ltd, took £1.5 million through the turnstyles during a full year, whereas 35,000 visitors travelled on the nine mile long narrow-gauge Wroxham to Aylsham seasonal railway.

BRIEFS



● REG Bassett (above), managing director of Bassett Group Holdings, died last week aged 78.

The Bassett Group includes the 27-vehicle Bassett Coachways, which started in 1948. However, the Bassett transport connection goes back over 100 years to when Reg's grandfather, Joseph, started with horses.

● DOVER has recorded 15 million passengers through its gates, with coach traffic rising 3 percent to 124,832 vehicles - around 340 coaches a day during 1990.

● THE British Commercial Vehicle Museum at Leyland hosts an informal Double-Decker Day on Sunday, September 22.

Aimed at enthusiasts, the day is one when any interested vehicle owner can turn up with a bus, and enjoy other exhibits within the museum.

Contact BCVM through Alick Hawden on 0772 733544.

● UNIFORM supplier Allen and Douglas has won a major four-year contract with Wilts and Dorset despite competition from five other suppliers.

The 430 Wilts and Dorset drivers at seven depots will be wearing clothing which was tested by an independent clothing expert before a decision was made.

● BELGIUM'S Kortrijk European Bus and Coach Fair will be held on October 18 to 23.

The 11th of the biennial shows, it will features several world premieres for vehicles. *Organisers are Car and Bus, Morestraat 41 - B - 8800 Roeselare, Belgium.*

■BUYOUT

Western Travel ties-up National Welsh deal

NATIONAL Welsh has rubber-stamped the deal with Western Travel, and sold four of its eastern depots and fleets, worth around £2 million.

Depots in Cwmbran, Chepstow, Brynmawr and Crosskeys, will now be run in the same way WT runs its Midland Red and Cheltenham & Gloucester subsidiaries, trading under the nostalgic name 'Red and White'.

'We will be adding an engineering and a commercial director based at Cwmbran, but all other administration will be from our head office in Cheltenham,' said Western Travel's chairman Mark Thomas. All 500 employees are being retained in the move, and no redundancies are planned.

Mr Thomas said services will be unchanged initially: 'It would be a mistake to make any alterations on day one without getting to know our clients and new employees better.

'The bus territory is good and covers Gwent and the Forest of Dean. There is tremendous growth potential especially in Gwent.

Mark Thomas: ' no immediate service changes.'

It is our intention to eventually develop and improve services there.'

■TAKEOVER

Happy Days are back in Cannock

HAPPY Days coaches are back in Cannock after a break of nearly 30 years - following a takeover of Cannock-based Tourability Travel.

Tourability operates contracts and private hire out of rented premises in Penkridge Road. Besides an Ensign Charisma, the company had three midicoaches, including a Caetano Optimo.

'We are looking for bigger offices in Cannock and later plan to open an ABTA-bonded travel agency,' said Happy Days managing director Brian Austin.

Happy Days: looking for new offices in Cannock.

Happy Days is now mainly based at Woodseaves near Stafford with a fleet of 40 coaches used on its in-house British and Continental tours programme. Thirty years ago it ran a fleet of 70 coaches from Cannock.

'We bought Tourability to re-establish the Happy Days name in Cannock - and to this end we are running one or two of our liveried vehicles in the area,' added Mr Austin.

Tourability's fleet is now being run on Happy Days' O-licence, but it's planned soon to re-livery the vehicles.

■LIQUIDATION

Arena director stays silent

CO-DIRECTOR of liquidated Arena Coaches, Andy Christian, last week refused to comment on the reasons for the firm's trading difficulties.

As *Coachmart* went to press, Mr Christian said he would have more to say after the creditors' meeting - due to be held on Thursday, February 7.

However, the former co-director of Amberline confirmed that sister company Arena Holidays is still trading.

Mr Christian, speaking to a local newspaper, earlier said coaches for his holiday business were being provided by Castle Coaches of West Derby and Maghull Coaches, and that no booked holidaymakers would lose out. Neither firm could be traced for comment before *Coachmart* went to press.

● Amberline was sold to National Express last year. The sale included both leased and owned vehicles.

■FUEL

Call for PSV help

THE Bus and Coach Council has asked the Department of Transport to give PSVs priority if Britain faces a fuel crisis.

Despite Government assurances that the Middle East oilfields can meet demand, and the fact that the barrel price on spot markets has fallen, there are worries that the war may be extended elsewhere.

'We may still be a very long way off rationing,' said a BCC spokesman. 'But we have already approached the DTp and sought assurances that PSVs will be given priority over cars if it comes.'

The more immediate problem of fuel pricing is, though, angering operators throughout the country: 'Again we see oil companies very quick to put prices up when the barrel rate rises, but didn't reduce it when the barrel rate fell,' said managing director of The King's Ferry, Peter O'Neill.

'My commuter customers have watched petrol prices drop but simply do not believe that derv has stayed the same.'

■TOURS

The Londoners' drivers share work to save jobs

THE Londoners has persuaded drivers to share the tourist-starved work the company has in the capital rather than face redundancy.

Drivers are now splitting up jobs in a bid to keep the wheels turning... and the firm's managing director hopes for refreshed interest in the summer season of incoming work.

'The problem is we don't know just how long the Gulf War will last,' said Mr McCausland. 'Although January and February are traditionally quiet months we don't want to go into the main season with large losses we cannot put right,' said managing director Michael McCausland.

The company gets 70 percent of its work from the large tour operators. After the US bombing of Libya and the Chernobyl nuclear accident in the USSR, the company shifted its market from North America and now has 60 percent of its incoming work from Europe and the Far East. 'A lot of the market is from Germany and Finland - once the war is over I feel a market like this will be the quickest to recover.'

The Londoners' operation has five drivers with different employment contracts on commuter work, who are unaffected because there is no shortage of work.

Out of 11 London drivers on the incoming tour work, one previously opted for voluntary redundancy.

The remaining 10 preferred work sharing, but refused the option of a 24-hour week. Although they could sign-on, many are single and would not receive any State benefit.

'We should all keep our nerve and stick to our rates,' added Mr McCausland.

'We run 16 coaches, but we won't be making any fleet additions this year.

'Neither will we be selling - it's hardly worthwhile given the amount of used vehicles on the market and the poor prices they are fetching.

'But we will cut back on other overheads.'

The Londoners' Brabourne Grove garage is also a tachograph and top-speed limiter centre - work which has been largely unaffected by the recent events in the Gulf.

■TOURS

Yeomans buys in

HEREFORD-based Yeomans Canyon Travel has bought neighbouring Buchanans Western Travel, expanding its fleet to 42 vehicles.

In a deal rubber-stamped last week, Yeomans took over the contracts and fleet of Buchanan Western and negotiated a short-term lease agreement on Buchanans' Stretton Sugwas premises while it rationalises its new operation.

Yeomans says it will continue with a broad base - including school contracts, bus services, private hire and own-tour work - using its mixed fleet.

Yeomans now has 12 service buses, two minibuses, and a mixture of coaches including two late Javelins and a DAF Caetano executive.

■EXCURSIONS

Boom year ahead for Lacey's

LONDON operator Lacey's is predicting a boom year for its traditional 'bucket and spade' business in the face of the air travel jitters.

'The holiday market has gone full circle,' said proprietor Bill Lacey. 'I'm sure we will see a revival of the UK seaside holiday... and that's what we do best.'

Mr Lacey said he was nonetheless preparing himself for a trying season: 'This is the first year we haven't planned for new vehicles, but we'll see how things go. These days, if we need a new coach, we can buy one off the shelf.'

Lacey's: 'market gone full circle.'

Last year's summer express services operated by Lacey's saw a ten percent reduction in loadings, but only a five percent reduction in income thanks to a moderate price rise. Routes such as London to Margate have been part of the Lacey network since 1928.

'I'm glad we are not reliant on incoming work,' said Mr Lacey.

'We've always steered away from it, and have really set out our stall for UK traffic, especially senior citizens.'

■TAKEOVER

Leicestershire operators merge

LEICESTERSHIRE operator J. Robinson and Sons of Burbage has been taken over by next-door Wide Horizon Luxury Travel.

The family business based near Hinckley since 1923 has closed its gates so that owners Bill and Sheila Robinson can retire. Michael Robinson, who helped run it, has moved to another job.

Buyers Reg and Elaine Clarke now get the six vehicles, contracts, a tendered service and the goodwill of the Robinsons' business. Some drivers have moved to Horizon but the premises are being sold to another buyer.

■BRIEFS

● SOLENT Blue Line has installed a computerised booking system at its travel office at Southampton's Eastleigh Bus Station in time for the new National Express timetable out next week.

The new system means clients can have all their travel information confirmed, including the guarantee of a seat.

● ONE of this year's most comprehensive public transport conferences will be staged at the University of Nottingham on April 17, 18 and 19 - taking the theme ' Passenger Transport and Urban Survival.

The conference will tackle head-on the issues of LRT, buses, park and ride, and marketing over its two days of talks and forums. Guest speaker is Piero Gentile of Turin, who will discuss the Italian way of dealing with congestion.

A full programme is available from Miss Mary Burt, The Conference Secretary, CICC Ltd, PO Box 89, Oxford OX1 2NS. Tel:08675 3254.

● KINGSTON-upon-Hull City Transport subsidiary City Link has transferred two schools contracts and vehicles to KHCT coaching subsidiary Kingstonian in a reorganisation of its operation.

KHCT acquired City Link in early 1989 from David Coster Buses and ex-proprietor Mr Coster now manages the subsidiary.

● SCARBOROUGH seafront looks set to be busy this season - with the likelihood of 18 open-top deckers running each way.

A further five vehicles operated by new entrants Jack Stephenson and Rachel Mary Grainger of Spikers Hill Quarry in West Ayton near Scarborough and trading as SS Suncruiser are to be added to eight open-toppers operated by East Yorkshire Motor Services; subsidiary Scarborough & District; and five run by competitor Applebys.

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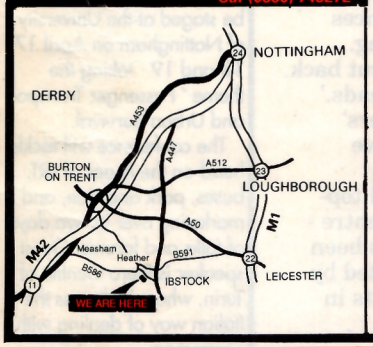

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88 (E) VOLVO B10M GL – **Caetano Algarve,** 49/53 recliners, Exec	£79,950
87 (D) DAF SB 2300 DHS – **Duple 340,** 57 recliners, power door, cont door	£63,500
87 (D) LEYLAND TIGER 260 – **Duple 320,** 48 recliners, power door, toilet	£61,500
87 (D) BEDFORD YNV – **Caetano Algarve,** 57 seats, power door, lockers	£44,950
86 (C) DAF – **Bova Futura FLD,** 53 recliners, double glazed	£59,950
86 (C) SCANIA K112 – **Berkhof Esprite,** 53 seats, power door, Telma	£59,950
85 (C) DAF MB 200 – **Caetano Algarve,** 53 recliners (retrimmed), power door	£52,500
84 (A) DAF – **Bova Calypso,** 53 recliners, power door, radio	£37,500
83 (Y) LEYLAND TIGER 245 – **Paramount 3500,** 49 recliners, courier seat, Exec	£39,950
82 (PP) DAF MB 200 – **Supreme V,** 48 seats, power door, toilet	£29,500
82 (X) LEYLAND TIGER 218 – **Viewmaster GT,** 49 recliners, toilet, Exec	£32,500
87 (E) BEDFORD YMP – **Paramount 3200,** 35 seats, power door, courier seat	£41,500
86 (D) MAN 8.136 – **Reeve Burgess,** 32 seats, power door	£26,950
86 (C) LEYLAND TERRIER – **Optare Service Bus,** 33 + 8 standees, power door	£24,950
87 (E) IVECO 79.14 – **Caetano Viana,** 19 seats, top sliders	£21,500
86 (D) TOYOTA COASTER – **Optimo GL,** 21 seats, power door	£19,950
86 (D) MERCEDES 608 D – **Melford,** 19 seats, forced air, boot	£16,750
85 (B) IVECO 60.10 – **Caetano Beja,** 18 seats, power door	£12,950
84 (A) MERCEDES 608D – **Plaxton Mini-Supreme,** 19 seats, tables, lockers	£15,950
82 (X) MERCEDES 307D – **Devon,** 12 seats, top sliders	£4,500

The year quoted denotes the year of first registration not necessarily the year of manufacture.

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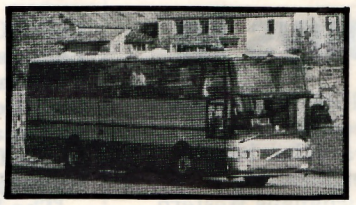

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■COMPANY CLOSURE

CVE's near-£9m debt

CITY Vehicle Engineering, which crashed in November having traded for just three years, has debts amounting to a staggering £8.7 million - said the receiver.

The firm behind the Omni is extremely unlikely to be taken over, said accountant Ed James of Price Waterhouse, and unsecured creditors will not be paid. Assets are valued at £1.3 million, but Barclays Bank alone is owed £2.39 million, he revealed.

A creditors' meeting in Newcastle was told the Shildon-based firm has preferential creditors, including staff owed wages and holiday money, amounting to £290,000.

It owes non-preferential creditors Sedgefield Council £51,436 in rates. Mr James said accounts in June 1989 showed a £1.1 million deficit, with a further £0.53 million added to this in the next three months.

It had been taken over by Welsh company Material Trading earlier in 1989.

The firm blamed an empty order book for its insolvency. When it realised its problems, it called in the receivers and laid off half its 158 workers.

A dozen companies had visited the site with a view to buying the business, but none had showed any further interest.

As a result, Mr James was proposing an auction of the plant and stock next month.

● CVE was hailed as the answer to unemployment problems in Shildon, County Durham, when it was set up with significant grant aid in the British Rail wagon works site in the town in 1987.

CVE's Omni tri-axle: the company's swan-song.

It made the Omni minibus - an Austrian-designed front-wheel drive vehicle with power units from Land Rover.

MAKE A NOTE IN YOUR DIARY

A PACKED diary of events are on offer, with the coach operator in mind, within the next few weeks. Everything from bus routes to the single Europe of 1992, from rallies to the perils of company buying are on the agenda. Take your pick from *Coachmart's* round-up of events.

● BUS and Coach Training has organised a one-day forum on February 18 which includes a keynote address 'Are we investing in people?' by Mark Thomas, of Western Travel, and a talk from Q-Drive supremo Len Wright.

Cost of the day, inclusive of lunch at the Water Services Association at 1 Queen Anne's Gate, London, is £50.

Details from Julie Wade, BCT. Tel: 0923 896607.

● A TWO-DAY course in route planning for small towns is being run on February 21 and 22 at the Polytechnic of Central London.

It is aimed at trainee managers and as a refresher for bus company managers.

Details from P R White of the Transport Studies Group, on 071 911 5000. Fax: 071 911 5057.

● THE real meaning of a single Europe will be explained at a one-day seminar organised by the Transport Economists' Group at the Polytechnic of Central London on Tuesday, February 19.

Economists and speakers from the sphere of rail will be discussing the financial implications of 1992.

Contact Dr Andrew Spencer. Tel: 071 911 5000, Fax: 071 911 5057, for details.

● SEALINK British Coach Rally may organise a Midlands heat, depending on demand, says rally organiser Barry Cooper.

He said the continental heat in the Hook of Holland had now been confirmed and will go ahead on April 7.

Entries for this heat, along with ferry fares, are free - as sponsor Sealink Stenna Line is underwriting the organisational costs. Similarly, entry is also free for the heats at Southampton (April 20), Stranraer (March 17) and the possible heat in the Midlands (to be arranged).

*** Type-setting gremlins crept into our previous rally news (*Coachmart*, January 24). One essential digit, a figure eight, was missed from Barry Cooper's 'phone number. Entrants can contact him on 0952 83644 - or fax on 0952 83696.**

● OPERATORS and managers in the coach and bus industry are being asked to submit papers for an international conference organised by the Institution of Mechanical Engineers to be held at its London headquarters on March 17-19, 1992.

The conference is on 'The expanding role of buses towards the 21st century.'

Further information from Alison Elgar on 071 973 1281.

● THE perils of buying a company are described by Malcolm Howitt, managing director of Cleveland Transit, on March 19, at The Eagle and Child Hotel, Garstang.

It starts at 7.30pm, and all-comers are welcome, says organisers the Lancashire Centre of the Institute of Transport Administration.

● TAIL lift firm Ratcliff is again sponsoring the Ratcliff Mobility Awards 1991, with £1,500 in prizes.

They are open to anyone who has made a new piece of equipment to help the disabled, a new service, or improved public awareness of their needs.

Ring Doreen Shotton on 0707 325571.

■EMPLOYMENT

Jobs go at Hills

CONGLETON-based Hills Coaches may have to make seven of its 17 full-time drivers redundant if its appeal fails following the local borough council's rejection of a planning application to create a parking compound for 15 coaches.

'The site was overgrown and dotted with piles of rubble when I bought it,' said proprietor Eric Hill. 'And local people have commented on the improvements I have made.'

Hills' current arrangements create vehicle movements between its Congleton and Macclesfield sites - causing a high degree of uneconomic dead mileage.

Have you had any planning problems? Tell us about them.

Write to Coachmart, Wentworth House, Wentworth Street, Peterborough. Tel: 0733 63100. Fax: 0733 62656.

■BUS

Caldaire told to sell

TRADE and Industry Secretary Peter Lilley has once again overruled the Monopolies and Mergers Commission to tell Caldaire Holdings it must sell Trimdon Motor Services.

Caldaire - which owns West Riding, United, Yorkshire Woollen and Tees and District - is to follow South Yorkshire Transport's stand and fight the decision in the High Court, again arguing that its operating area is not 'substantial' in UK terms.

Caldaire bought Bluebird Securities Ltd last year, when the firm owned TMS.

The acquisition was referred to the MMC, which investigated the merger and concluded that Caldaire should provide undertakings not to raise fares or use frequency of service in any predatory way, and to pre-notify any new acquisitions.

'I am not persuaded that these remedies would, on their own, be sufficient to deal with the consequences of loss of actual and potential competition caused by this merger,' Mr Lilley said.

'I have therefore decided to ask the director general of fair trading to explore further, in consultation with Caldaire, the possibility of divesting part of the combined business so as to maintain competition within the Trimdon area.'

Mr Lilley has asked this to happen within two months, but the judiciary appeal launched by Caldaire will significantly delay any instruction for the sale to go ahead, say industry experts.

In an outspoken press release, Caldaire's chairman Ken Hodgson says independent surveys in Teesside suggest passengers have not seen any problems since the takeover.

'In arriving at its conclusion, the MMC has clearly ignored much of the evidence which proved that far from being against the public interest, the acquisition provided some very definite benefits to the public,

'An independent market research showed that only six percent of all people interviewed on Teeside thought that the takeover had been to their disadvantage.'

● A DECISION over South Yorkshire Transport's High Court challenge against the Monopolies and Mergers Commission may not be made for another week.

SYT's high court hearing, being viewed as a test case for industry, finished last week.

But Mr Justice Otton has reserved judgement on whether the MMC has jurisdiction over South Yorkshire's takeover of Sheffield and District, Groves, Sheafline and Hallam.

South Yorkshire contends that the reference area - which was itself unfairly defined, says South Yorkshire - does not constitute 'a substantial part of the UK,' as is required by the Fair Trading Act.

If this is accepted by Justice Otton, an order last August for South Yorkshire to sell its new acquisitions will become invalid.

■BUS

Reeve Burgess points the way

REEVE Burgess has launched its all-new Pointer bus body on Dennis Dart.

The Pointer's aluminium structure was jointly developed within the Plaxton group and has much in common with Plaxton's recently unveiled single-deck citybus (*Coachmart*, January 24).

Built at Reeve Burgess's Pilsley plant, the first Pointer is going to Southampton Citybus. This £55,700 9 metre long 35-seat bus will run alongside Duple, Carlyle and Wadham Stringer-bodied Darts.

However, 33 of a confirmed order for 52 8.5 metre Pointers from London Buses will be built by Plaxton at Scarborough.

These buses are for April/May delivery and form part of a requirement for over 100 Darts for service in Wandsworth.

Reeve Burgess managing director David Quainton said: 'We are duplicating jigs and fixtures so that, as a group, Plaxton can tackle the Dart market.

'This way we will not get locked into one customer, but keep our wide customer base.'

Southampton Citybus: owner of the first Pointer.

Over 450 Darts have been supplied by Dennis since October 1988.

Reeve Burgess competes with Carlyle, Wadham Stringer and Wrights as body supplier. Forthcoming alternatives from East Lancs and Alexander are expected to be joined by Northern Counties.

Plaxton's move into large scale bus output is strengthened. Including Scarborough-built Pointers, bus production is expected to reach 40 percent of Eastfield's targeted annual ouput of 1,000 units. Confirming the group ties, Neil Beresford, managing director of the manufacturing division, said: 'As a group, it is a unique offering.'

Without its ability to use Scarborough spare capacity, Reeve Burgess would be unwilling to take-on bulk orders which could cause run-on problems.

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STOCK REF	CHASSIS	BODY	SEATS	YEAR	MOT	(Bargains 2/3) LIST PRICE	(Bargain 1) OFFER PRICE
9036	Bedford	Plaxton	53	1979 (T)	–	£3,800	£3,125
0006	AEC	Plaxton	53	1977 (S)	9'91	£6,500	£5,350
0003	Leyland	Plaxton	41	1977 (R)	–	£7,000	£5,750
0007	Bedford	Duple	29	1980 (V)	9'91	£8,200	£6,750
9014	Bedford	Plaxton	53	1981 (X)	9'91	£15,150	£12,500
0014	Volvo	Caetano	51	1980 (V)	1'92	£19,000	£15,675
9013	Leyland	Plaxton	53	1980 (W)	8'91	£20,600	£17,000
9012	Leyland	Duple	53	1981 (W)	8'91	£20,750	£17,125
9011	Leyland	Plaxton	49	1981 (W)	10'91	£21,000	£17,320
9009	Leyland	Plaxton	53	1980 (V)	8'91	£22,400	£18,500
9010	Leyland	Plaxton	49	1981 (W)	8'91	£22,500	£18,550
0012	Volvo	Duple	53	1980 (V)	12'91	£23,400	£19,250
9033	Leyland	Duple	51	1982 (X)	2'91	£27,250	£22,500
0010	Leyland	Plaxton	49	1982 (X)	8'91	£27,250	£22,500
R028	Neoplan	Jetliner	49	1982 (PP)	5'91	£35,000	£28,875
R036	Volvo	Jonckheere	48	1983 (A)	11'91	£37,900	£31,300
R037	Volvo	Jonckheere	48	1983 (A)	11'91	£37,900	£31,300
R038	Volvo	Jonckheere	48	1983 (A)	12'91	£37,900	£31,300
R039	Volvo	Jonckheere	51	1983 (A)	6'91	£37,900	£31,300
R032	Volvo	Jonckheere	49	1984 (A)	12'91	£39,900	£32,900
R034	Volvo	Jonckheere	49 **SOLD**	1984 (A)	12'91	£39,900	£32,900
R047	Scania	Jonckheere	49	1985 (B)	2'92	£49,400	£40,750
R044	Neoplan	Jetliner	44	1987 (D)	5'91	£54,500	£44,950
0004	Neoplan	Skyliner	71	1982 (PP)	4'91	£55,000	£45,375
0041	Neoplan	Skyliner	73	1984 (A)	5'91	£66,500	£54,850
0042	Neoplan	Skyliner	71	1984 (A)	11'91	£66,500	£54,850
0046	Neoplan	Skyliner	73	1984 (A)	11'91	£66,500	£54,850
0022	Neoplan	Skyliner	77	1988 (E)	12'91	Special price	£122,000
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You've been buying...You've been buying...You've been buying...You've been buying... .

London's wide range

TWO vehicles entering service in London recently illustrate the range of vehicle types being specified for London Transport contracts.

A Leyland Olympian with 77-seat Northern Counties bodywork is at one end of the scale, while a wheelchair-accessible Iveco-Ford 40.10 is at the other.

The Olympian is one of six for Boroline of Maidstone. All are for use on routes in Bexleyheath.

They are powered by Cummins LT10 180 bhp engine and are fitted with ZF4HP 500 gearbox. Bodywork specification meets LT's schedule X.

Less conventional are London United's Reeve Burgess-bodied minibuses. These can be operated as either 20-seaters, or 16 seats, plus two wheelchairs.

They are used on two routes funded by Hounslow Borough Council.

The new routes bring to five the number of wheelchair accessible bus services in Britain - three use Reeve Burgess Beavers and three are run by London United.

Wheelchair access is by way of a Henderson tail lift and double-opening doors in the rear of the body.

Above: the wheelchair-accessible Iveco-Ford 40.10.
Left: Leyland Olympian with Northern Counties bodywork.

Lightfoots plump for Optimo

INCREASING business for quality small group work persuaded Michael and Harry Lightfoot that the time was right to buy a new 18-seat Optimo.

Messrs Lightfoot run a five coach business in Durham.

Building on the appeal of the city, the Durham City Coaches' tradename is applied in gothic style.

After starting with one second-hand Volvo B58, the partnership became firmly established with the takeover of Durham's Progressive Coaches in 1985.

This acquistion gave the Lightfoot's eight ageing Bedfords and premises for consolidating business activities.

In addition to the 18-seater, the coach fleet has been refined down to four Volvos - two Van Hools and two Plaxtons.

A small fleet of taxis and an MOT station complement the coaching activities.

Michael Lightfoot told *Coachmart* the Optimo replaced a seven-year-old Mercedes 608 on incoming American tourist work.

However, he was philosophical about the Gulf War's devastating effect on this market.'We won't be doing any of that this year.'

All is not lost. 'We do quite a lot of good quality mini-coach work and I think group size is getting smaller, so we wanted something suitable.'

You've been buying...You've been buying...You've been buying...You've been buying... .

Neoplan stands out

AMALGAMATION last year brought two long-established Buckinghamshire coach operators together.

The combined Smiths-Ivins fleet moved into a new yard in High Wycombe so that the operation became more practical.

Both Colin Smith and Stuart Ivin took over where their fathers had left-off. Smiths' goes back 42 years, and Ivins' 25 years.

The joint-management team of Colin and Stuart runs 19 coaches.

Using red, grey, black and cream, the separate liveries of Smiths and Ivins are blended on the new company's latest vehicle.

This 1983 Neoplan N116 Cityliner has been acquired to test the executive coach market.

Mr Ivin said the Mercedes-Benz V8 powered coach had been choosen instead of buying new.

He said: 'We decided to buy something that didn't cost too much.

'If it doesn't work, then we can use it as a standard 49 seater.'

The distinctive Neoplan style stands out from the competition in the area.

Formerly owned by Selwyns, of Runcorn, the high-floor coach features: reclining seats, tea/coffee machine, stereo hi-fi, washroom/toilet, and also a video.

Colin Smith's son Julian (left) and Stuart Ivin.

Wallace Arnold tops-up its fleet

WALLACE Arnold's 1991 order for 50 new coaches has been topped-up with seven up-graded stock motors.

All 57 are Volvo B10Ms with Plaxton 3500 coachwork to Wallace Arnold's specification with Telma, autolube and special electrical arrangements.

There is a mix of 50-seat British tour vehicles and 48-seaters with toilet for continental destinations. Ten of the continental tour coaches are equipped with air conditioning by Sutrak. This is the third batch of air-conditioned coaches for WA, bringing the total number up to 21.

WA operates 165 coaches from Leeds and Torquay. Most vehicles have a three-year fleet life.

The exceptions are three rebodied Leyland Leopards for Dartmeet excursions. These 45-seaters were fitted with special 7ft 8.5in Plaxton bodies in 1987.

WA operations director Steven Barber said the Leopards should last indefinitely on that sort of work.

The current fleet intake represents a one-for-one replacement. Additional vehicles depend on the state of the coach holiday market.

Said Mr Barber: 'In the last few years we have always increased the fleet to meet demand.

So far this year the Gulf-effect has reduced continental bookings, but otherwise sales are at a pleasing level.'

One-fifth of WA work is abroad.

MetroRider: in Merseyside.

ABC gets an Optare MetroRider

ABC Travel reflects partner David Garnett's experience with Ribble and OK Travel, of Bishop Auckland.

A network of tendered and commercial routes has been built-up in former Ribble territory and the red and cream livery echoes OK's. However, Mr Garnett claims the colours are more accurately associated with Southport Corporation.

Operating from Formby on the outskirts of Southport, the two-year old company has grown from three to 11 vehicles. Mr Garnett and his wife, Marjorie, operate a business running Merseyside PTE and Lancashire CC tendered routes in addition to its own Southport to Blackpool service.

The company's latest new vehicle is an Optare MetroRider for use on between Liverpool city centre and the Brunswick Business Centre near Albert Dock.

More choice for your money

ANYONE who accused the Government of not having an integrated transport policy can hang their heads in shame. Here it is.
Commuters who are not sure whether to take the tube, Network South East or the bus can now take all three.
Of course, this decision does carry with it the penalty of having to pay all three fares, but at £3,000 a year, it's still cheaper than Intercity.
In truth, this is London Transport's publicity vehicle - and a very odd amalgam it is.
Alcoholics who have see it through a drunken haze have been known to go teetotal, so at least it does some good...

● **A FURTHER instalment of bus humour comes from Strathclyde Buses' Your Wee Happy Book of Glasgow Bus Culture. No apologies for the Glasgee dialect.**
Woman boards a bus on a very cold winter's night and says to the driver: 'Help ma bob, son, it's caulder in here than it is ootside.'
Driver replies: 'Hing on hen, a'll open the door and let some heat in.'
Or: 'Do I take this bus to Anniesland?' Conductor: 'No. Just sit down on the seat and the bus will take *you.*'
Copies of the book from Sharon McEwan, PR Partners, Ashley House, 181 West George Street, Glasgow G2 4LW, price £3.99 including postage. Proceeds to Cash for Kids charity.

● THE switched on telephonist at the Department of Transport was obviously having a bad day when *Mealstop* 'phoned.
'Could you put me through to any department which deals with PSV legislation?' asked our hack.
'What kind of legislation did you say?' she asks.
'PSV' replies the journo.
'How are you spelling that...?'

● ***MARKSMAN'S*** **little quip about bus drivers doing it faster in bus lanes was picked up immediately by *Mealstop's* favourite bus chief John Owen.**
According to Mr Owen, *Marksman* is suffering delayed action on his trigger; this is something Thamesdown drivers do not 'suffer' from, as their buses already carry a sticker declaring that their drivers are quicker when doing it in bus lanes.
What the sticker does not point out is that they also do it quicker when they're on an early shift...

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Brian Carson

Brian Carson Commercial Manager Ulsterbus Tours

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Pat Burke

Pat Burke Director Ralphs Coaches

– it speaks for itself'. . .

''It's the personal touch I like. Our fleet is small and it's all Plaxton. The quality is consistently good and they're friendly people to deal with.''

Robert Andrew. Managing Director Andrew's of Tideswell

''We operate 100% Plaxton and we are highly delighted with them.''

Graham Slack Managing Director Slacks of Matlock

''Living in a steel town I like to buy British products where possible, Plaxton meets my requirements in every way.''

Ray Hornsby Managing Director Hornsby Travel Services

''Plaxton give us the quality product and after sales service we need to operate a quality service for our customers.''

Philip L. Baker General Manager Bakers Coaches

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Men on the sidelines make the guidelines

SOMETIME in the near future we may expect to see the Vehicle Inspectorate's 'Maintenance Guide' published.

This arose out of the Palmer Report and was, as I remember it, an attempt to bring a degree of harmony into the somewhat divergent views held by operators, the vehicle inspectorate and traffic commissioners as to what constituted a safe and satisfactory level of maintenance.

This aim was unquestionably laudable, but I am wary as to its ultimate effect.

John Palmer recommended a maintenance code, but the industry responded that the word 'code' sounded very near to something which had legal ramifications and suggested that it should be christened a 'guide.'

That semantic point has, I understand, been met. But from what I hear of the content of the latest draft, the effect is more than a little authoritarian.

I fear, for example that, given the wording 'maintenance arrangements which accord with the guide will be acceptable as satisfactory by traffic commissioners;' it may take some tough arguments to convince some commissioners that the reverse is not also true: that maintenance which does not accord with the guide will be regarded as unsatisfactory.

'Hold hard!,' you may say, 'a mere guide cannot be interpreted in that way by a tribunal which has the power of life and death over an operator's business.' Can't it?

This so called 'guide' states that 'operators who wish to adopt variations will need to show why they should be accepted.'

Already we have the regular spectacle of operators being chided for failing to attend 'voluntary' maintenance seminars or for not adopting a 'suggested' system of maintenance.

I am, therefore, more than a little concerned at the possibility of operators having not the book, but the guide thrown at them.

The Institute of Road Transport Engineers is a well recognised and reputable professional body which has been in existence nearly 50 years. Many of the industry's engineering staff are IRTE members. Indeed, an early draft of this maintenance code recognised the IRTE when it stated under the heading 'technical support': 'Should an operator feel that he needs to become more involved in either the technical or political side of vehicle maintenance matters then he would be advised to become a member of the Institute of Road Transport Engineers.'

I am therefore more than a little stunned to read in the January issue of its journal 'Transport Engineer' that this piece of advice does not appear in the latest edition and worse still that, by implication, the IRTE has not been consulted on the content of the guide.

If, as I understand it, the principal consultees to this guide have been the Vehicle Inspectorate, BCC, FTA, RHA and the traffic commissioners; few, if any of them are involved in 'on the job' activating of maintenance programmes.

The majority only see the result of varying maintenance practices and have, presumably, based their decisions of what should be deemed to be acceptable guidelines from that spectator knowledge. Succinctly put, it is men on the sidelines making the guidelines.

When an experienced engineer, be he a member of IRTE, or not, wants to deviate from these guidelines, he is going to get embroiled in an argument with a khaki-clad bureaucrat who will be working to this ill founded little booklet.

It is the duty of the operator, by whatever means he thinks fit, to maintain vehicles in a 'fit and serviceable condition'.

Unless Parliament alters the words of the primary legislation, nothing will change that.

But my fear is that this guide, which was conceived with such good intent, will become a fetter on innovative maintenance practices and a source of ill-feeling and disagreement between coach operators and the enforcement bodies.

Visit BCC event

I SUPPOSE everyone, like me, gets an invitation at about weekly intervals to one conference or another.

Many of them are of little interest to smaller operators and I have sometimes found myself in a nest of traffic planners, local politicians and Whitehall mandarins. In other words: right out of my depth. And, almost all are very expensive. By that token, the BCC Coaching Conference on March 2-4 is very reasonably priced, (only £44 for the business day including lunch) and it has plenty to interest coach operators.

The man who thinks he has nothing to learn from such an event is dangerously deluding himself. There is always something new to be gleaned and applied in the continuous effort to coax that bit of extra profit from a difficult market.

Bookings are, I believe, still being taken, so it is not too late to have an enjoyable yet informative, weekend with people you either know, or can harmonise with.

Motorway madness

AS reported in *Coachmart*, January 23, the opening of the M40 has created the scatty situation that the quickest motorway route from Birmingham to the Channel ports involves 200 miles of motorway without service areas.

This is just a longer version of the lack of planning foresight which also affected the M11.

It does not actually bother me that much. For I prefer to schedule vehicles into off-motorway facilities. They usually are better and frequently are cheaper.

Service areas: too few.

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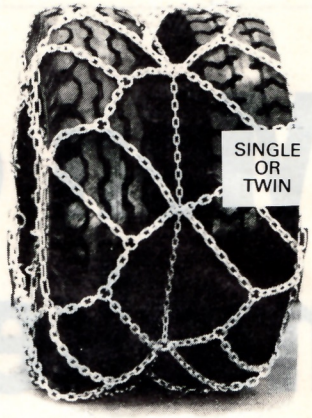

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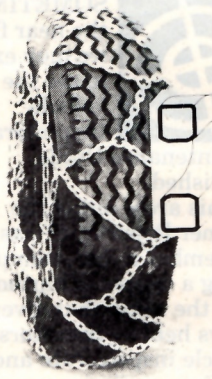

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CM7/2

How to avoid planning problems

From Peter Horridge

SIR

As someone who earns his living dealing with planning problems, I would like to respond to the article on page 5 of *Coachmart,* January 10, 'Motts start new planning attack.' My experience of the main planning problems facing bus and coach operators is:

1. Planners do not consider bus and coach operators suitable near houses. It is not so much traffic hazards - although these are usual complaints by local residents and are sometimes a valid objection. The main problems are: a) noise and exhaust fumes from engines and b) vehicles starting and moving at what planners consider to be anti-social hours. Basically that means any time before 8am (too late for setting out on schools' contracts) or later than 7pm (too early for any evening work) or at any time on Saturday afternoons, all day Sunday and Bank Holidays (peak excursion time).

2. The mere parking of a vehicle, particularly in a residential area, often needs planning permission. Some councils have successfully taken action against people parking vans and minibuses on front drives, saying this is a change of use from residential and that it spoils the look of the area.

3. Since they cannot be fitted into residential areas, planners say they should go on industrial land. But most industrial estates, as Motts say, are not really geared to the needs of bus and coach operators. They are owned by local councils or by developers, who will rent rather than sell. And since there is more money in renting buildings than the combination of some covered workshop space and a larger open yard which is what most operators need, industrial estates are not always suitable or cost effective.

4. In towns therefore, the only solution may be a piece of land away from houses or one of the cheaper industrial estates formed by the subdivision of a large old industrial complex. But quite often, planning permission may be required since many planners regard coach parking as a different use to industrial. Bus and coach operation does not conveniently fit into the usual planning categories - it is neither truly industry nor is it simply storage - and this causes further problems for operators. Usually however, the council will only act if a member of the public complains - but by then the operator may be committed to the site.

5. Those in country areas might convert a farm building. While old barns often go for housing conversion, some operators have successfully moved into more modern steel-framed farm buildings. Provided they are no longer needed for farming, these are fair game for conversion to new uses and a relocated coach operation can be attractive to planners because a) it is a local business and b) the farm buildings are usually well away from houses. However, one has to be careful if moving outside a town; other operators have come up against the very restrictive Green Belt policies around most of the major cities in the country.

6. On the other hand, operators with premises in residential areas perhaps stand to gain from relocating and selling for housing development. Housing prices may be below their peak of 1988 but they will pick up. Often planners can be persuaded to accept more houses on the site than they would otherwise have agreed to if they can thereby get rid of the bus and coach garage.

The moral is to avoid sites where there are houses nearby. If you are already on one, and have planning permission, you are probably OK. But, beware, the British public is more than ever geared up to objecting to planning applications should you wish to change anything.

As a specialist in town planning matters who knows the coach industry well, I would welcome any enquiry from an operator who needs help on a planning problem.

PETER HORRIDGE
STANSGATE PLANNING
CONSULTANTS
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AVON

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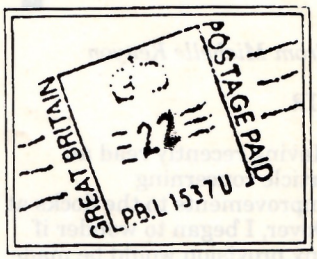


The Editor is always pleased to receive letters for publication in Coachmart and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Nostalgia Corner

THIS week's Nostalgia Corner comes courtesy of reader John Johnson, a director of Johnsons (Henley) Ltd, of 32 High Street, Henley-in-Arden.

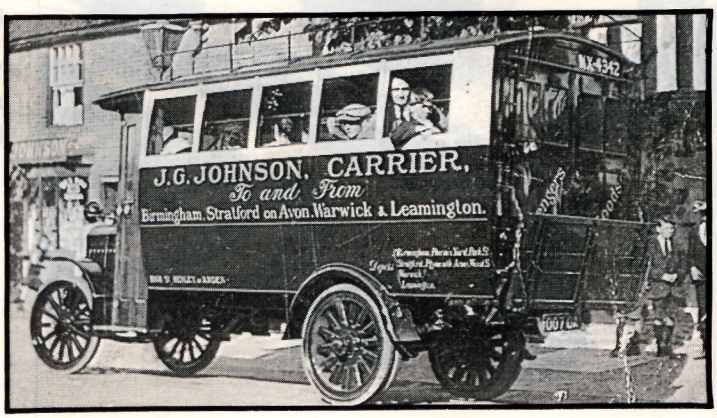
John writes: **Looking through our archive file I came upon this photograph.**

My grandfather, Mr J G Johnson, was a pioneer in local transport provision, being one of the first carriers to convert from horse and cart to motorised vehicle.

This one purchased new by my grandfather and photographed in Henley-in-Arden opposite where our offices are now, is a fine example of a 1924 Garner Patent Bus Van.

It would carry 20 passengers or 35 cwt of goods, or even a combination of the two.

The seats folded to the sides and goods were loaded through conventional van rear doors while passengers entered via steps through a nearside front door. In addition to this, the vehicle was equipped with a ladder and luggage rails on the roof for additional luggage.



This facility was apparently often used by him.

The Bus Van was an ideal design for my grandfather as it enabled him to combine his local carrier commitments.

Fed up with being 'nomads'

From Michelle Kenyon

SIR

Having recently read an article concerning improvements to the docks at Dover, I began to wonder if any provision would be made to accommodate PSV drivers awaiting the arrival of vehicles, other than a noisy uncomfortable arrivals' hall.

Throughout the summer I have found myself, on several occasions, wandering around the streets of Dover basically killing time until the proverbial boat comes in. This in itself sounds harmless enough.

But coach drivers are a very easy breed to spot - they walk around with dazed looks on their faces (obtained from 4am pick ups), wondering how they were ever talked into being there whilst doubting their own sanity.

With a bag of assorted maps in one hand, an all-weather coat draped over the arm and the overnight bag slung over the other shoulder, each one looks like someone who just ran away from home and is not sure where to go next.

The lucky ones will have a colleague with them for company.

But it is almost guaranteed that your coach will be due in five hours after your mate has picked his up and gone.

Please don't get me wrong. Dover is a nice town - especially in warm weather. There is a fantastic castle, well worth a visit. But, unfortunately, like the hill up to it, the entrance fee is a bit steep.

Then there is the 'beach' (note the inverted commas) where you just keep moving handfuls of pebbles until you are settled.

And this is a good place to watch other drivers wandering aimlessly along the esplanade.

I only mention Dover as it seems to be where I always am.

You know things are getting bad when the local newsagent says to you 'your usual?'

The symptoms are all too familiar: arrested for loitering with intent over a Kentucky fried chicken leg; questioned about vagrancy, or complimented on the strength of your bladder whilst sat in a cafe drinking your fifth cup of coffee.

All in all, it's a strange world we work in.

So, please, please is there somewhere for this nomadic race to go, where we can sit dry and warm whilst waiting for our coaches?

There is not a lot worse than being thrown out of the hotel (B&B to be more precise) at 11am to wait in the rain for a vehicle due in at 5pm. And then set off to north of the Watford Gap, with the potential of eventually arriving at your depot at any time between 2am and 4am.

MICHELLE KENYON
GLENMEAY
PARK LANE
FORTON
PRESTON

PS. I am writing this in a little cafe on a wet day, drinking my fifth cup of coffee. People are tripping over my over (several) night(s) bag, having already kicked over my assorted maps on which my soaked coat has dripped. The cafe closes in ten minutes. The beach is flooded and I've got three more hours to wait. Where to next?

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Buffalo is a thoroughbred

There's only one coach-bodied Mercedes 814L in the UK. It's not pretty, but it works. Why aren't there more, asks Mike Morgan?

COACHES don't have to be products of stylists' drawing boards to earn money.

Substantial sums of money spent on wind tunnel testing produce compelling advertising copy, but the proof of economy is at the diesel pump. North West Coach Sales' unique Buffalo design lacks subtlety. However, it is a practical and economical vehicle, which has considerable appeal to the midi-coach market.

As a coachbuilder of mini and midi coaches, Bootle-based North West Coach Sales recognises that Mercedes-Benz is the favoured marque in this market. Van conversions and chassis cowl options from the German manufacturer all have good reliability and economy reputations.

However, coach operators are looking for more power and improved ride comfort, particularly as the midi-coach concept is stretched beyond 25 seats.

The highest seating capacity normally available is on the 7,200 kg 814D chassis powered by four cylinder 130 bhp diesel engine. With stretched chassis, maximum seating is limited to 33 and for long-distance work the engine has to work very hard for its living.

Step forward the 814L. Extra muscle comes from an OM366 six cylinder engine and GVW is up to 8,600 kg. More power and more seats are welcome improvements, but significantly the chassis comes with rear air suspension. Just what operators are asking for, and it plugs a gap in the market between van derived vehicles and small purpose-built coaches.

Mercedes 814L: not stylish, but effective.

A host of Mercedes' standard parts are retained.

PERFORMANCE

Gears/Ratios/Speeds

Gear	Ratio	Speed	RPM
1st	7.50:1	11 mph	2800
2nd	3.97:1	22 mph	2800
3rd	2.30:1	37 mph	2800
4th	1.38:1	60 mph	2800
5th	1.00:1	70 mph	2400
Reverse	6.93:1		

Acceleration Times

0-30 mph	11 secs
0-50 mph	31 secs
0-70 mph	90 secs
30-50 mph in top gear	55 secs
30-70 mph in top gear	60 secs

Lowest comfortable speed in top gear - 28 mph

Strangely, the vehicle is not readily available in the UK. At the time of this test the North West Coach Sales vehicle was unique - though a second was in-build for non-PSV use.

North West Coach Sales owner Phil Roberts reports difficulty in obtaining supplies of 814L chassis/cowls with air suspension - a modification popular with horsebox owners in the Middle East. Nevertheless this prototype, completed with Buffalo 35 seat body in time for the 1990 Southampton Coach Rally, has covered nearly 30,000 km satisfactory service with his associated Balmoral coach company.

Build

There is no doubting the Buffalo's parentage. Its front elevation is pure Mercedes-Benz truck cab complete with off-side door. The rear is a development of a previous North West product that first saw the light of day on a Fiat chassis.

Although a coach clearly of two halves, you can barely see the join. The sculptured lines of the cab ▶

◀ panels blend easily with the hand-crafted coachwork and the window line is effective.

Before cutting the cab down to its essential ingredients, the unwanted tilt mechanism was locked-up and a removable engine cover fabricated. The result is a front-end assembly retaining a host of Mercedes-Benz standard parts including windscreen costing only £163 to replace. Access for routine chassis checks is through a quick-release lift-up front panel, making this aspect of servicing very straight-forward.

Headlamps are recessed in a front bumper offering substantial resistance to minor accident damage.

The Buffalo bodyframe is constructed from box section welded steel. Side panels are in aluminium - hand sculptured where necessary. A heavy duty rubber moulding separates waist panels from those below. Stainless steel wheeltrims help improve appearances. GRP is used for the one piece rear end and cab-top Bristol dome.

Three large tinted panoramic side windows with narrow pillars give an unrestricted passenger outlook, though the rear window is shallow on account of the high shelf over the large rear boot.

The interior is in ubiquitous soft trim using carpet material on roof and side casing panels. This material is complemented by centre panel in seat moquette. Full draw curtains complete a warm interior ambience.

Cab access from inside the Buffalo is difficult.

Passenger Impressions

An Overton air operated inward swing power door is powered from the chassis air system - an advantage of the 814L. Entrance is straight forward with a first step 36 cm above road level and two additional steps of 27 cm and 29cm taking passengers to the level saloon floor.

Drivers entering this way have to mount the substantial bulk of the engine cover before squeezing between seat and steering wheel without doing themselves a mischief on the gear lever - much easier using the cab door. However, the courier seat must be accessed from inside the coach.

This passenger seat from the 814L cab has basic adjustments for reach and rake, but lacks lumbar support

Audio equipment is located over the windscreen. This Radiomobile system offers push button radio combined with integrated ampliflier. Sound quality from six speakers is good, but needs to be adjusted to compensate for differing levels of engine noise. Reception on difficult wavelengths was poor.

Fainsa Europa seating for 35 is provided in this prototype coach. They offer adjustable headrests, armrests and ashtray. Although comfortable, the superior specification adds £800 to the net price and Mr Roberts doubts the value of this extra cost. Those seats close to the front of the Buffalo rattled during the test.

Being built by a coachbuilder which is also an operator, the Buffalo displays several concessions to operational experience. The centre aisle is covered in ribbed rubber, while heavy duty lino is fitted under the seats. Carpeting would be inappropriate for the intensity of work expected of the coach. Space behind the courier seat allowed fitment of a Frenzel water boiler.

AT A GLANCE

Ride Quality:	Passenger ride very good - superior to Mercedes Benz 814D, but not up to quality of full size coach. Gentle rocking motion at 70 mph.
Steering:	Light, positive and direct. Large steering wheel gives upright driving position. An adjustable steering column would be an improvement.
Braking:	Exhaust brake had nil effect. Long footbrake travel before road braking takes effect. Reaction powerful, but not over sensitive.
Noise:	Relatively high noise levels at the front - 80 db(A), yet much quieter in passenger saloon - 72 db(A). Some seat rattle.
Luggage Accommodation:	Deep full length glass fibre luggage racks trimmed with carpet material. 70 cm rear shelf over large boot.
Security:	Overton locks on passenger and emergency door. Key lock on boot. Mercedes-Benz cab door retained requires same key as combined ignition/steering lock.
Heating:	Two saloon heaters with two-speed switch. Standard cab heating/demisting controls with variable speed fan.
Ventilation:	Rack mounted forced air vents. Two Overton lift-up roof vents Fresh air or recirculatory control in cab where side and centre fresh air vents are provided. Cab door has wind-down window and swivel quarter light.
Lighting:	Interior: three roof mounted fluorescents with dim facility together with rack lights. Exterior: dim/dip halogen headlamps are powerful, but beam too low. Front side lights mounted on bumper in an old-fashion add-on look. Single rear fog and reverse lights.
Handrails and Guards:	Chrome bars support carpet trimmed courtesy panel adjacent to entrance.

Cab carpet and door seal showed some wear.

Curtains and tinted glazing contribute to the image of a G-reg coach. However, seasoned midi-coach travellers will notice the superior ride quality - no spring board effect at the rear. In addition, passenger saloon noise levels are in keeping with the best big coach standards.

To 35 seat configuration, the passenger environment is reasonably spacious. Interior space is taken-up by the rear boot so minimum legroom is down to 22cm. Gangway width is an adequate 37 cm.

Driver Impressions

Cab carpeting and door seal showed the few signs of wear. The cab is the area of intensive use and all fitments must be durable. Drivers can be excused for lacking care with their trailing foot when jumping in and out of a coach during the cause of a hectic working day.

Mercedes-Benz driving controls certainly display durable qualities. The accelerator is light (if lacking feel) and braking very effective. Although the clutch is relatively high, it is not at-all awkward in use as it combines with the short positive action of the gear change. The gearlever location is reminiscent of late model Bedford PJKs. But, the remote Mercedes-Benz change with narrow gate is much superior.

Comparisons with the PJK are inevitable because the configuration is so similar. However, there is no doubt which vehicle I prefer. This 814L is streets ahead in terms of comfort and chassis quality. Unlike the old faithful Bedford, this modern equivalent leaves the driver refreshed after a full day behind the wheel.

The second day of *Coachmart's* test always sorts out the rogues from the pack. Significantly, I willingly took the Buffalo out on the road again, even if it was the only coach to have completed the course without receiving fraternal gestures from passing coach drivers. What they thought to be a truck approaching was a coach - a fact that was realised too late.

The Mercedes-Benz re-upholstered driver's seat is comfortable and not too firm. Adjustment for height, reach, and rake is available. Sideways' support and thigh support are good, though lumbar support could be better.

Retention of original dash ensures minor controls are well positioned. Only the saloon heat and water boiler switches require a stretch, but this minor inconvenience is less significant than reaching high to control the radio/PA. What seemed like a good idea presented a potential hazard if drivers' eyes had to be taken off the road.

The laminated windscreen is shallow by coach standards, but affords a very good forward view. Blind spots are minimal apart from the wide pillar between cab and emergency door immediately behind the driver's right shoulder.

The interior mirror offers excellent vision of all the passenger saloon. Its size is good, but vibration spoils the effect. Exterior mirrors are heated (essential) and well positioned apart from drawing attention to the tapered front end styling. Neither mirror gives a clear view of the rear wheels.

Sun protection will rarely be necessary with the low top of the windscreen. Should a very low sun cause a problem, then the narrow visors provided leave one third of the screen uncovered.

Performance

The Buffalo's compact size together with good steering-lock contribute to excellent manoeuvrability. The vehicle is particularly well suited to housing estates where parked cars and narrow roads traditionally make door-to-door collection of passengers very difficult. Width judgement in confined space needs a little care because the cab is ▶

Coachmart Road Test Comparisons

Vehicle	Unladen weight	Consumption	Coachmart Issue
Mercedes 811/Beaver	4600 kg	17.44 mpg	571 January 18
MAN 11.180/Berkhof	7690 kg	14.78 mpg	573 February 1
Caetano/Optimo	3950 kg	16.99 mpg	579 March 15
Iveco 70.14/Beagle	5120 kg	14.25 mpg	589 May 24
Optare SWB Metrorider	4330 kg	17.16 mpg	593 June 21
Optare LWB Metrorider	5000 kg	16.48 mpg	593 June 21
MAN 10.180/Jonckheere	7970 kg	13.82 mpg	601 August 16
Iveco 315/Carr'Lorr	9,200 kg	13.17 mpg	615 November 22

FUEL ECONOMY

Odometer at finish: 28,457 km
Odometer at start: 27,690 km
Total distance: 767 km (476 miles)

Section	Fuel Used	Distance	MPG	Ave Speed
Motorway	44.62 litres (9.8 galls)	248 km (154 miles)	15.7 mpg	57.75 mph
Trunk route	47.9 litres (10.5 galls)	269 km (167 miles)	15.9 mph	42.64 mph
Cross-Country	43.36 litres (9.53 galls)	250 km (155.35 miles)	16.3 mpg	38.83 mph
Totals	**135.88 litres** (29.83 galls)	**767 km** (476 miles)	**15.97 mpg**	

Fuel tank capacity 27.5 galls - maximum range = 439 miles

The* Coachmart *Mercedes 814 L 479 mile test: £60 covered it for fuel.

◀ narrower than the body.

Reversing should be very easy, and it is - once the mirror inadequacies have been recognised.

The six-cylinder engine gives lively performance within the limits of the five speed gearbox. In urban driving the gap between ratios creates a dilemma of optimum gear selection. The rev counter green band stretches from 1400 rpm to 2000 rpm, yet at 30 mph the range of engine speed in available gears is significant:

GEAR OPTIONS AT 30 MPH

Gear	rpm
3	2600
4	1500
5	1100

Road speed only needs to drop by a few mph before third becomes necessary, bringing with it a big increase in engine speed - and noise. Increase speed beyond 30 mph and engage fourth only to fall short of the green band.

This gearbox phenomenon did affect hill climbing ability. *Coachmart's* one in six ascent of Garrowby Hill slowed progress down to 17 mph because second gear had to be used.

However, it is the gap between third and fourth which is the most noticeable. When accelerating, the engine needs to be pushed up to 2500 rpm before going into fourth at 1500 rpm. Otherwise, there is either loss of torque or strong protests from the transmission.

Progress around town needs deft use of the gearbox, and on the hilly A59 trans-Pennine section, the gear ratios are not ideal.

The engine continues to pull well up to maximum motorway speed, but high engine revs are necessary and, unladen, the 5,540kg coach is affected by side winds and HGV slip streams.

However, the 814L is without doubt better than a 814D and is particularly suited to trunk roads where good average speeds and healthy fuel economy are achieved. Consumption on cross-country roads was noteworthy at 16.3 mpg, while the other route sections returned figures close to the overall average of almost 16 mpg.

Although a coach of two halves, you can barely see the join.

Verdict

Ideal for narrow roads with its 7ft 6in width, the Buffalo is a true midi- sized coach fitting midway between mini and full size coaches. It represents a natural progression for the coach fleet expanding from 12 to 25, and then to 35 seats without going for the full cost of body on chassis options. Rear air suspension is a distinct advantage.

The Mercedes-Benz six cylinder engine offers additional power together with reliability and economy. Phil Roberts was confident that £60 would cover the 479 mile test - he was right with diesel costing 43.5p per litre.

Passengers will be sceptical that a truck cum horsebox can really perform as a coach. This reservation is all about looks, but North West Coach Sales is wisely unrepentant. This vehicle is a more economical proposition than a purpose-built short-wheelbase coach with big coach features at big coach costs.

The Buffalo scores on practicality and economy. What more do you want? If the answer is improved style, then that can happen if Mercedes-Benz improves the supply situation and bodybuilders like North West are encouraged to invest in design work.

Meanwhile, North West Coach Sales deserves congratulations. The industry needs innovators with good ideas - this one certainly works very well.

WHAT THE OPERATOR SAYS

Phil Roberts owns Balmoral Coaches and its associated company, North West Coach Sales. The Balmoral operation starting in February 1987, and has been built up to a fleet of 12 Mercedes-Benz based small coaches - all with North West conversions.

The 35 seat Buffalo is the largest vehicle operated. Mr Roberts expects 17 mpg from the coach which was developed to meet the needs of a significant Merseyside private hire market for this size of vehicle.

Economy of operation is important to Mr Roberts' choice of vehicle. The combination of Mercedes' cab and coach built bodywork is the consequence of a strong desire to capitalise on the strong practicalities of the project.

Design and development of a complete coachbuilt product would have involved significant extra cost. Said Mr Roberts: 'The main thought is simply finance.'

His pragmatic approach extends to hire rates: 'I require £195 per day after fuel, wages and expenses for this size of coach.' Clearly this figure relates to full day work away from the home base, but despite strong local competition he claims a minimum charge of £25 for Merseyside jobs.

Mr Roberts believes that competitive grinding down of rates would stop if PSV hire was metered like local taxi fares. Rates, he claims, would be determined by local authorities and control of coach operators taken out of the hands of the Ministry.

SPECIFICATION

Chassis:	Mercedes-Benz 814L
Body:	North West Coach Sales 35 seat Buffalo Mark 2
Price:	£53,800 (chassis/cab £22,950)
Engine:	Mercedes Benz OM366 diesel
Power:	136 bhp (100 kW) @ 2800 rpm
Capacity:	5.96 litres
Torque:	296 Lbf ft (402 Nm) @ 1400 rpm
Gearbox:	Mercedes-Benz G3/60-5/7.5 five speed
Clutch:	Single dry plate - hydraulic operation
Retarder:	Exhaust brake - heel button operation
Steering:	Mercedes-Benz with integral power steering
Brakes:	Dual air circuits - spring release parking brake
Suspension:	Front - parabolic leaf springs Rear - twin bellows air system with single leaf guide springs.
Axles:	Front - Mercedes-Benz rigid stub axle Rear - Mercedes-Benz hypoid type
Tyres:	235/75R 17.5

Dimensions

Length:	9.14 metres
Width:	2.35 metres
Wheelbase:	4.9 metres
Height:	2.91 metres
Unladen Weight:	5540 kg
GVW:	8600 kg

COACHING THRU 92

A day seminar devoted to the Coach Tour Industry in the 90's

1992 will herald a new era and significant changes for the Coach Tour Industry and will have far reaching implications on the way we conduct our business. Our responsibilities to the consumer will be regulated by the EEC, a 'single Europe' may be more beneficial to our continental partners than for us and the Channel Tunnel will be a reality.

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Weekly report on law and the coach operator By Michael Jewell

LEGAL NEWS

● LONDON Buses has become one of the first operators to react to existing legal requirements on bus safety by fitting a new safety device to the centre exit doors of nearly 3,000 of its buses.

The new system makes the doors re-open automatically if they meet an obstruction.

Its introduction follows a series of headline-grabbing deaths and injuries by automatic doors on twin-door London buses.

Legislation introduced early last year gives all bus operators until April 1993 to fit similar devices to any bus with remotely controlled centre-exit doors built since April 1980.

Warning signs will also have to be installed to tell the driver if the doors are not properly shut.

All London Buses' vehicles are already fitted with a device which prevents them moving off and activates a warning in the driver's cab if the centre doors fail to close properly.

London Buses' new system, which consists of a pressure-sensitive pneumatic device, is made by Plaxton subsidiary Wilfrid Overton, of Wednesbury, West Midlands.

The total cost of fitting 2,882 London buses will be £900,000.

Earlier trials included systems using electrical sensor strips on door edges, pressure pads and infra-red beams.

But London Buses says that only recently has a system been found which proves fully reliable and fail-safe under the constant wear and tear of daily bus operation.

Other regulations brought in at the same time as the door safety device requirement include:

● The removal of the unique limit of five metres for the length of a trailer towed by a bus.

● The removal of restrictions which, unintentionally, discouraged bus and coach operators from providing facilities for wheelchair passengers.

● Amendments to the specification of fire extinguishers carried in buses and minibuses to encourage the use of foam instead of environment harmful halon gas.

Tribunal backs Amberline of Portsmouth's licence fight

THE TRANSPORT Tribunal has quashed the decision of the South Eastern traffic commissioner Brigadier Michael Turner to revoke Amberline of Portsmouth's O-licence.

The tribunal said Derek Russell, trading as Amberline Taxis, of North End, Portsmouth, had been treated unfairly at public inquiry, partly because he had not been given sufficient information by Brigadier Turner to defend himself at the inquiry.

Brigadier Turner had revoked Mr Russell's O-licence, and granted him a fresh licence for two out of the four minibuses applied for, for a period of a year (*Coachmart*, September 27, 1990.)

Tribunal said commissioner's questioning amounted to a breach of natural justice.

At the original inquiry, evidence was given by a DTp vehicle examiner about the issue of one immediate and one delayed prohibition notice, the failure of one vehicle to pass its annual test on three consecutive occasions, of another that failed on two occasions, and of a third that failed on one occasion.

Brigadier Turner then spoke, not only of excessive gaps between inspections, but also of the absence of any mention of rectification work, some failures to record mileage, and failures to complete the reports properly in other respects. He also complained of the absence of any written system for drivers to report defects.

The tribunal said that the letter calling Mr Russell to the proceedings only gave notice of a very small proportion of the criticisms made by the vehicle examiner, and it was hardly surprising that Mr Russell had not come prepared, nor was able, to deal with them all. Mr Russell's comment that he felt slightly out of his depth was not surprising in the circumstances.

In his evidence at the inquiry, Mr Russell had emphasised that he had been an operator for nearly 18 years without ever having scratched or hurt any person or vehicle, and with a full 'no claims' bonus. He spoke of improvements he had introduced into his maintenance system.

The tribunal said that Mr Russell was questioned by the commissioner in a way which, it regretted having to say, at times must have given the impression of being harassing and hostile.

The detailed questioning of Mr Russell by the commissioner about matters for which no warning had been given in the call-up letter, and the manner in which some of the questions were asked, amounted to a breach of natural justice.

Brigadier Turner had said he felt Mr Russell had not quite grasped the importance of a prohibition at annual test. What it meant was that his vehicle was dangerous to the public. Mr Russell may have been lucky over 17 years. He may well have got away with it all. His vehicles had not had an accident, but when they were checked by the Vehicle Inspectorate they were dangerous to the public. He then warned that the next time Mr Russell's licence was revoked he would disqualify him from holding a licence.

The tribunal said it did not know what the commissioner had in mind when he said 'you may have been lucky for over 17 years'. The tribunal could only interpret this as meaning that, though there was no record of earlier prohibitions or annual test failures, Mr Russell had been lucky not to be caught - as opposed to it showing that he was operating a proper maintenance system.

Whatever those words were intended to mean, there was no possible justification for their use. The fact that they formed part of the decision was another breach of the rules of natural justice. The commissioner also had no jurisdiction to say that he would disqualify Mr Russell the next time his licence was revoked. That was going far beyond a strong warning of what might or probably would happen on any subsequent revocation.

In granting the fresh, reduced licence, Brigadier Turner had said that he was not satisfied that Mr Russell had totally grasped what was required. He was granting authority for only two

Commissioner had no jurisdiction to say Mr Russell could be disqualified in the future.

vehicles as he was not satisfied that Mr Russell's system could cope with more. He did not want to sound vicious, but Mr Russell must understand that an accident with a public service vehicle meant the potential death of people, and he was not having that in his traffic area merely because people could not maintain their vehicles.

Despite that finding, said the tribunal, the commissioner then allowed Mr Russell to continue operating four vehicles pending an appeal.

In its judgement, the commissioner had misdirected himself in holding that the issue of any notice of defects other than an immediate prohibition notice meant that a vehicle was dangerous to the public. ▶

Weekly report on law and the coach operator By Michael Jewell

◀ A delayed prohibition notice did not in itself carry that implication.

Moreover, bearing in mind that there was only one immediate prohibition, and that neither the vehicle examiner nor the commissioner suggested that any of the other many defects rendered Mr Russell's vehicles dangerous, the commissioner had been wrong to say that when his vehicles were checked by the Vehicle Inspectorate they were dangerous to the public.

The tribunal felt the commissioner had placed too high a burden of proof upon Mr Russell, when considering whether he had satisfied him that there would be adequate maintenance facilities or arrangements.

The burden on Mr Russell was to satisfy the commissioner on the balance of probabilities.

The commissioner had placed the onus of proof on Mr Russell to show him that he had the ability to maintain the vehicles in a fit and serviceable condition, and that if he could not convince him, he was required to refuse the licence.

In directing that Mr Russell be granted a licence for all four vehicles for one year, the tribunal said that it had in mind that the commissioner had been content for Mr Russell to operate four vehicles for the three or four months which would probably elapse before any appeal case could be heard.

And that if he had not imposed too high a burden of proof on Mr Russell, he probably would have granted the licence for four vehicles and not two.

Richards keeps operating

BRYAN Richards, trading as B & D Richards of Neath, has been allowed to continue operating until the end of the year by South Wales traffic commissioner John Mervyn Pugh.

The commissioner had twice previously adjourned consideration of disciplinary action, together with an application by Mr Richards to add five single-deckers to his existing licence for three minibuses and two single-deckers. A failure to keep to an undertaking to park his vehicles at his operating centre at Tonna, in Neath, the issue of a number of prohibition notices, and an objection from Neath Borough Council to the variation application, had led to Mr Richards being called to a public inquiry. (*Coachmart*, August 30, 1990 and January 3.)

Mr Richards had been asked to have every vehicle with an MoT test prior to the end of October tested again and when the hearing was resumed he told the commissioner that five vehicles had up to date MoT certificates. The other vehicles in his possession were not at his operating centre, but at the premises of outside garages, awaiting spare parts.

Mr Richards conceded that not all five vehicles had passed the test first time, and that two had been given immediate prohibition notices for brake defects. He agreed that the other three vehicles all had minor faults which were remedied at the test station.

DTp vehicle examiner David Williams confirmed that all the prohibition notices had now been cleared.

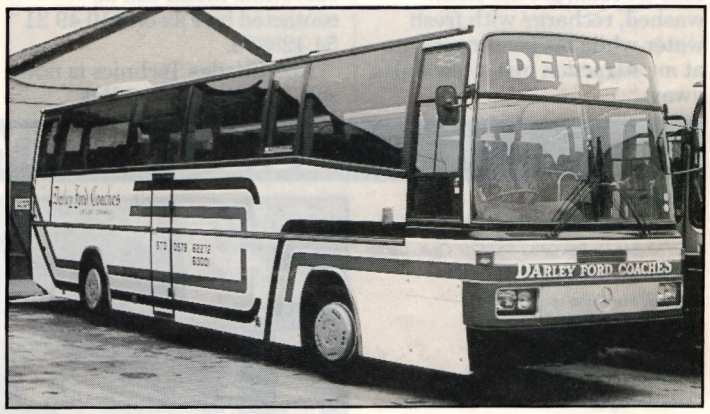
Mr Mervyn Pugh said if Mr Richards was to continue operating, he had to be satisfied that there was a satisfactory, planned maintenance system. With five vehicles all being found to have faults, it appeared that the maintenance system was inadequate.

Mr Mervyn Pugh said it would be difficult for him to consider granting any increased vehicle authorisation for these reasons, and Mr Richards then abandoned his bid for the additional vehicles.

Mr Mervyn Pugh cut the duration of the licence so that it now expires on December 30, and on condition that the vehicles were inspected every three weeks with every third inspection being undertaken by an outside garage.

He said there would be a further fleet inspection before the end of the year, and Mr Richards' renewal application would be heard at a public inquiry. He also required to see a contract with the outside garage and suggested Mr Richards contact the Freight Transport Association regarding the possible use of its services, and attends PSV course run by the DTp's Vehicle Inspectorate.

Mr Mervyn Pugh said he did not want to see Mr Richards off the road, but he had to be confident that his vehicles were safe at all times. He said Mr Richards had always been thoroughly decent and receptive and it could be said he was a 'gent of the old school' who was finding it difficult to keep up with new rules and regulations.



Darley Ford Coaches: an apology

WE have been asked to point out that Darley Ford Coaches - whose vehicle appeared last week in an article about EJ and JK Deeble - is not connected with that firm.

Darley Ford Coaches is run by Mr AG Deeble at Darley Ford, near Liskeard, Cornwall. Messrs EJ and JK Deeble of Liskeard trade as Caradon Riviera Tours in an entirely separate operation.

We apologise for any confusion the article may have caused.

Maintenance contract is required by commissioner

THE FORMER transport manager of Tinnion Bros Ltd, Ian Thompson, has succeeded in obtaining an O-licence of his own, conditional upon the production of a satisfactory maintenance contract.

Mr Thompson, in partnership with James Thompson and trading as I Thompson & Son, of Croft Terrace, Aspatria, Cumbria, had applied to North Western traffic commissioner Martin Albu for a national licence authorising the operation of three minibuses at a Manchester public inquiry.

Mr Thompson said he had been transport manager for Tinnion Bros for about nine years. That company had been engaged in private hire and contract work.

He was now going into business on his own account, financed by a bank loan. In addition to the public service vehicles, he had also acquired eight-seater minibuses and some cars.

Mr Thompson said he had not thought to bring his new maintenance contract with him.

Help fight pollution

COACHMART'S free listing of toilet drop facilities could save you time and money... and keep pollution out of our water sytems.

The Bus and Coach Council-backed list is the only one of its kind. It shows you who has 'foul sewer' facilties, where they are, and what they charge. A visit by your driver to one of these companies could allow him to take a break, get his coach washed, recharge with fresh water while his passengers are at an attraction just a few miles away.

Two new state-of-the-art products launched recently reflect the growing popularity of coach toilets. German company MKM, of Willich, is now selling Sani Service - a combined toilet waste pump and freshwater supply point. Installed at over 20 Autobahn service areas and camping sites, the unit can be coin-operated. It has a built-in water heater for outside operation. MKM can be contacted by Fax on 010 49 21 54 428675.

And Shades Technics is now sole supplier of Sani Pak environmentally-friendly - and driver friendly - toilet chemical. The easy-to-use sachets are already recommended by the USA's Greyhound Bus Company, major airlines and others. The chemical is supplied in packs of 20 sachets, with 400 sachets per case. Contact Shades on 0707 50718 for full details.

All of the coach operators listed below can provide, at varying cost, disposal of toilet waste and in most cases can also supply the correct chemicals and toilet tissue which enable the toilet to work efficiently and without smell

*Coachmar*t would like to hear from any other company which can supply toilet emptying facilities. Those already listed need not write again unless to update the current listing

The listing is free, and will appear several times throughout the year within the magazine. It is the ONLY current and regularly updated list of toilet emptying points. Use the coupon below to ensure entry.

TOILET EMPTYING FACILITIES

CAMBRIDGESHIRE
Viscount Travel, 351 Lincoln Road, Peterborough, Tel:0733 54575, Fax:0733 557625. Open 0800 to 2200, at any time within hours. Toilet chemical/tissue also available

DERBYSHIRE:
Boyden International Coaches, Station Road, Castle Donington, Derby, Tel:0332 850000, Fax:0332 850279. Open 0800 to 1800 Mon-Fri, or by arrangement. Charge: £1.50. Can supply toilet chemical and tissue.

DURHAM:
Go-Ahead Northern, Picktree Lane, Chester-le-Street, Co. Durham, Tel:091 388 2261. Open 24 hours. Charge: £15. Can supply toilet chemical and tissue.

ESSEX:
Frank Harris Coaches, Manor Road, West Thurrock, Grays, Essex (2 miles from junction 30/31, M25), Tel:0708 864911, Fax:0708 865715. Open 24 hrs. Charge £10.

HAMPSHIRE:
Priory Coaches, Quay Lane Industrial Estate, Hardway, Gosport, Hants, Tel:0705 580522, Fax: 0705 523050. Open 0800 to 1800, other times by prior arrangement only. Charge £5. Can supply chemicals and toilet tissue.

KENT:
Farthing Corner Services (M2), Rainham, Gillingham, Kent ME8 8PQ, Tel:0634 33343/44. Open 24 hrs. FREE. Also fresh drinking water and tapm water.

Kentish Bus and Coach, London Road, Northfleet, Kent, Tel: 0474 333764. ALSO Central Road, Dartford, Kent, Tel:0322 76044. HQ Tel:0474 325533, Fax:0474 325073. Open 24 hrs. Charge: £7.50.

LANCASHIRE:
Abbott's Coaches, 95 - 97 Talbot Road, Blackpool, Tel:0253 20350, Fax:0253 25548. Open 0830 to 1730. Price: (phone). Can supply toilet tissue and chemicals.

Blackpool Transport Services, Rigby Road, Blackpool, Tel:0253 23931, Fax:0253 752604. Open 0830 to 2230, every day. Price:£5.

MKM'S Sani service: a combined toilet waste pump and freshwater supply point.

NORTHUMBERLAND
Northumbria Motor Services, Ashington Depot, Linton Vale Terrace, Ashington, Northumberland NE63 9UN, Tel:0670 812941. Open 0600 to 2359 hrs. Charge £14. Can supply toilet chemical and tissues.

OXFORDSHIRE:
Midland Red South, Canal Street, Banbury, Tel:0295 253451. Charge £25. Toilet chemical/tissue available.

Tappins Coaches, Southmead Park, Didcot, Oxford, Tel:0235 819393, Fax:0235 816464. Open 0600 to 1800 hrs. Charge: £5 (includes fresh toilet chemical and tissue).

SOUTH YORKSHIRE
Wilfreda Beehive, Apex Garage, Church Lane, Aldwick-le-Street, Doncaster DN6 7AY, Tel:0302 330330, Fax:0302 330204. Open 0700 to 1900 hrs. Charge £4, toilet wash-down £7.50. Can supply toilet chemical/tissue.

STAFFORDSHIRE
Copelands Tours Ltd, Uttoxeter Road, Meir, Stoke on Trent, Tel:0782 324466, Fax:0782 260719. Open 0800 to 1800 hrs. Charge £5. Can supply toilet chemical/tissue.

SUFFOLK
Galloways European Coachlines Ltd, Denters Hill, Mendlesham, Stowmarket IP14 5RR, Tel:0449 766323, Fax:0449 766241. Open 24 hours (by arrangement). Charge £10. Can also supply toilet chemical/tissue. Washing down available by prior arrangement (24 hrs).

TYNE AND WEAR
Durham Travel, Colliery Lane, Hetton le Hole, Tyne and Wear, Tel:091 517 0177, Fax:091 517 0724. Open 24 hours. Charge £12. Can supply toilet chemical and tissue.

Northumbria Motor Services, Gallowgate Coach Station, Newcastle-upon-Tyne NE1 4SX, Tel:091 261 4582, Fax: 091 221 0640. Open 0600 to 2359 hrs. Charge £15 including toilet chemical and tissues.

WARWICKSHIRE
Midland Red South, Station Approach, Leamington Spa, Tel:0926 422462. Charge £25. Chemical and tissue available.

Midland Red South, Newtown Road, Nuneaton, CV11 4MR, Tel:0203 348180. Charge £25. Toliet chemical/tissue available.

Midland Red South, Railway Terrace, Rugby CV21 3HS, Tel:0788 543124. Charge £25, Toilet chemical/tissue available.

Midland Red South, Avenue Farm Site, Startford-on-Avon, Tel:0789 204183. Charge £25. Toilet chemical/tissue available.

WEST MIDLANDS
Price International, The Coach Station, Bromsgrove, Halesowen, West Midlands, Tel:021 550 2471, Fax:021 550 2485. By prior arrangement only. Open 0700 to 1730 hrs. Charge £5. Can also supply toilet chemical/tissue.

SCOTLAND

AYRSHIRE
Clyde Coast Coaches, 55 Montgomerie Street, Ardrossan, Ayrshire, Tel:0294 605454, Fax:0294 605460. Open 0700 to 1730, by prior arrangement only. Charge £7.50, includes toilet chemical, tissue and bus wash.

FIFE
Fife Scottish Omnibus, Esplanade, Kirkcaldy, Fife, Tel:0592 261 461, Fax:0592 641006. Open 24 hrs, at any time, charge £12 inclusive of recharging.

MIDLOTHIAN
Gold Circle Coaches, Flowerhill Industrial Estate, Airdrie, Tel:0236 62377. Open 0730 to 2230 hrs. Charge £5 including chemical. Wash and overnight covered parking also available.

TAYSIDE:
Tayside Buses, 44 - 48 East Dock Street, Dundee DD1 3JS, Tel:0382 201121, Fax: 0382 201997. Open 24 hrs. Charge £8.

WALES

WEST GLAMORGAN:
South Wales Transport, Clarence Terrace, Swansea, Tel:0792 475116, Fax:0792 475751. Open 24 hrs. Charge: £15. Can supply toliet chemical and tissue.

GWENT:
Gwalia Coaches, Tremarl Industrial Estate, Llandudno Junction, Gwynedd, Tel:0492 596072. Open 0730 to 1800 hrs. Charge £5. Can supply toilet chemical/tissue.

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For further information, please write to:

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Mr Malcolm Roxburgh,
Commercial and Planning Executive,
The Scottish Transport Group,
Carron House,
114/116 George Street,
Edinburgh EH2 4LX

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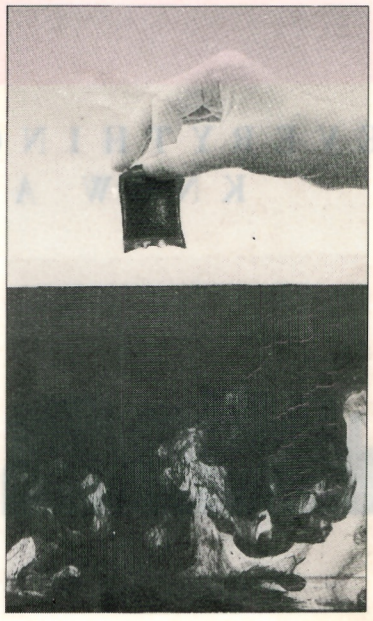

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Record-breaking MOOT woos coach operators

MOOT 91, the tremendously successful annual group travel exhibition, organised by the English Tourist Board, will be sponsored for the fourth year by Coach Tours & Excursions.

The event takes place at the NEC, Birmingham on April 17/18.

'We're delighted to be working with CT&E again,' says MOOT organiser Eleanor Muirhead.

'It's an association that has been very successful in the past and has helped us to reach the coach operators that MOOT now attracts in such high numbers.'

Last year's MOOT attracted a record number of buyers and an exceptionally high coach operator turnout. This year coach operators are being specially targeted by the ETB.

This year's event has 275 exhibitors representing over 500 different products, from all sectors of tourism.

Among the new faces this year are several hotel groups, Times of Westminster, a new London attraction, and the American Adventure Theme Park.

With all the signs pointing to an ever-increasing number of people taking UK holidays this year, and looking for new ideas for holidays and excursions, MOOT offers coach operators the ideal opportunity to do some late buying.

'MOOT is definitely a must for coach operators,' says Eleanor Muirhead. 'It's quite simply the year's best opportunity to see the whole of English tourism in one accessible venue.'

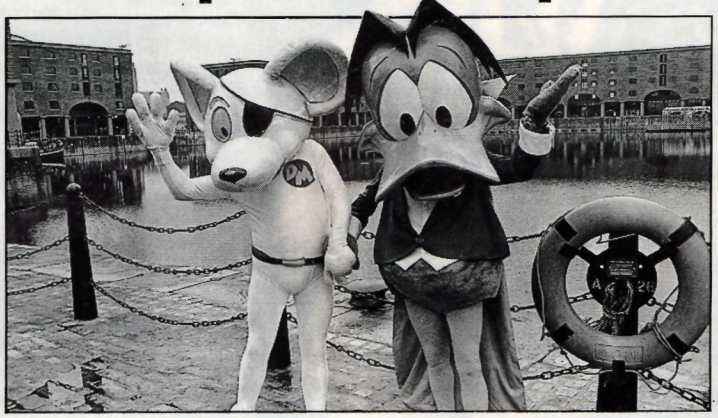
Details from: The MOOT 91 Office, English Tourist Board, Thames Tower, Black's Road, London W6. Tel: 081 846 9000.

New attraction to open at Liverpool

A new visitor attraction, 'Animation World', is set to open in August at one of Britain's top venues, the Albert Dock in Liverpool. Animation World will feature several popular cartoon characters - Count Duckula, Danger Mouse and BFG, Big Friendly Giant, plus Toad, Ratty, Badger and Mole from 'The Wind in the Willows.'

The 14,000 square feet attraction is in the basement of the Britannia Pavilion and will present a series of inter-related experiences including Duckula's Castle, Toad Hall and BFG Street.

The whole exhibit will be further brought to life by sophisticated audio visual techniques. Visitors will be able to share in the world of animation through a series of studios, workshops and 'hands on' exhibits which show how television shows are made and processes are developed.



The new attraction is part of the Albert Docks's drive to become the UK's most popular venue. It currently attracts more than five million visitors a year, second only to Blackpool Pleasure Beach.

Said Albert Dock Co managing director Ray Guy-Jobson: 'The addition of Animation World will enhance Albert Dock's appeal even further, particularly for children, and will be a significant factor in attracting a larger family audience to the Dock.'

For further information contact: Robert Gravener, Central Public Relations, Central House, 10 Cross Street, London EC1N 8UB. Tel: 071 405 1553.

Hot reception at Fan Museum

A new London museum - the Fan Museum - opens to the public in April, although it is already open to pre-booked groups.

The museum is the first of its kind, with more than 2,000 fans on display, mostly of European origin.

A workshop demonstrates the craft of fan making and fans are restored and conserved on the premises.

More information from the museum, 10/12 Crooms Hill, Greenwich SE10. Tel: 081 858 7879.

Fun-packed weekend from Coventry

A 48-hour, all-action, fun weekend is planned by Coventry Tourism in a bid to break into the group travel market and shed the city's image of a place where nothing happens.

Parties of 30 or more will be invited to take part in eight events in two days, with options on others.

Based on coaching tariffs starting from £40 for two nights' bed and breakfast, the 'hyperactive holiday' includes trips, entertainment and theme menus, plus unusual experiences.

A specimen package, 'It's a Party in Coventry', has been costed for a group of 30 per weekend between Easter and September. It includes:

- accommodation in three-star hotel
- familiarisation walking tour of medieval Coventry by a costumed guide
- Italian wine tasting in the re-created Roman fort
- lunch with folk songs on a canal boat
- historic banquet at Coombe Abbey
- drinks and Edwardian buffet among 200 veteran and vintage cars in the Museum of British Road Transport
- afternoon tea in Stratford plus a tour of Warwick Castle
- a tour of Coventry Cathedral and private viewing of the visitor centre
- organic Sunday lunch at the National Garden Centre for Organic Gardening.

Total cost of the package, including all meals and entertainment is £99.

Other options can include a DC-3 joy flight with champagne to watch the dawn come up (an additional £30 per head) and a hot air balloon ride.

More information from: Linda Jackman, tourism marketing officer, Coventry Tourism, Tel: 0203 831289.

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Visitors can walk through the wild animal park's own tiger reserve. By the skillful use of materials and design, visitors can view these beautiful animals at ground level and look down into the enclosure from different points.

As well as a meandering pathway, Tiger Falls includes its own waterfall, rock pool, shady conifers and jungle suspension bridge.

Whipsnade is Britain's biggest wild animal park, set in 600 acres, with over 3,000 rare and exciting animals. Children's Run Wild Playcentre, Discovery centre, new Woodland Birdwalk, Europe's largest breeding collection of cheetahs and much more...

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WW/10/91

Whipsnade Wild Animal Park and London Zoo in Regent's Park: Britain's most exciting wildlife attractions - the country and city homes of the Zoological Society of London. For more details on group visits and travel trade benefits at London Zoo, telephone 071 722 3333 and talk to the group visits co-ordinator.

Sealife tops the poll

The Sea Life Centre in Hunstanton has topped the poll in a British Tourist Authority survey of the most popular new attractions which opened in 1989.

The centre attracted 250,000 visitors between opening in June and the end of the year.

And the centre also drew in the crowds last year, with more than 250,000 flocking to the attraction.

The Sea Life Centre is owned by Pleasureworld who also run Pleasurewood Hills American theme park, the Bure Valley Railway and the Great Yarmouth Sea Life Centre.

Said marketing director Tony Shorthose: 'We're working hard to bring in more visitors this year and we're all thrilled by the response of the public to our Sea Life centres.'

The BTA report, 'Sightseeing in the UK' was carried out for four national tourist boards. It shows that tourism in Britain was worth £700 million in 1989. Other figures show that children accounted for around a third of the 330 million visitors to Britain's tourist attractions in 1989, and that around 100,000 jobs are created.

For more details ring Tony Shorthose on 0508 28002.

Meet the stars at Spitting Image

Visitors to London's Covent Garden could be in for a real surprise ... the sight of ex-US President Ronald Reagan in a motorised wheelchair!

Good old Ron is out on the streets most days drumming up business for one of London's newest visitor attractions - the Spitting Image Rubberworks.

Just like the animated caricatures inside, Ron was built by a new company, Spitting Image Projects, run by Peter Fluck, the man responsible for the animation in the hugely successful 'Spitting Image' TV programme.

The attraction opened just before Christmas and offers the visitor a chance to watch 'Lickety-Lick' - a hilarious 'live' panel game hosted by Sir Alistair Burnet - and a chance to see what really goes on behind the scenes at Spitting Image.

Instead of the traditional hand-operated puppets seen in the TV show, the 'Lickety-Lick' caricatures are entirely automated - powered by compressed air and controlled by a specially-designed computer system.

The Rubberworks is in Cubitt's Yard, off James Street in the Centre of Covent Garden. It's open daily from 11am-7pm, all year round. Group prices (10 or more) are £2.50 adults, £1.90 children. Coaches can pick up/drop off in nearby Longacre and parking can be arranged in the Piazza if required.

More details from Cathy Burns, Spitting Image, Tel: 071 375 1561.

Window on history from York

A history tour package, aimed at cost-conscious group travel organisers, has been put together by the York Visitor and Conference Bureau and the University of York.

The 'Windows on History' tour is a two night short break, based at the University of York campus with dinner and breakfast in one of the University dining rooms.

After breakfast groups transfer to York city centre where a trained guide will take them on a tour of York Minster. The Minster has more than 128 windows, containing nearly half of the medieval stained glass in Britain. Visitors will see the Five Sisters Window, the oldest complete window in the Minster, The Great East Window, the world's largest area of stained glass in a single window, and the famous Rose Window.

The second day the party will be taken by a guide on a tour of York's many small parish churches and then to the Guildhall where the windows depict 20th century history in stained glass. This is followed by a trip to Fountain's Abbey and a short tour of Ripon Cathedral.

Prices start at £62.50, based on a group of 40, and the tour can be tailored to group needs. The package is available from March 1-February 28, 1992.

More information from: Colin Laidler, group travel executive, York Visitor and Conference Bureau, 49 Stonegate, York YO1 2AW. Tel: 0904 611690.

Yarmouth push for group business

A special educational visit for coach operators has been organised by the Great Yarmouth Publicity Association for July 9-10.

Main purpose of the event is to show past and present coach operators to Great Yarmouth the many new attractions and exciting private sector developments the resort now has to offer groups.

The Publicity Association is a group of interested business people whose aim is to encourage tourism to Great Yarmouth. The Association hosts a series of special events and raises money to extend the budget of the the borough's publicity office.

During the visit coach operators will be able to see a host of attractions, visit different grades of accommodation and be entertained by the special events committee of the Association.

A formal itinerary is currently being drawn up, and free accommodation will be provided.

For more details contact Gary Baker, Great Yarmouth Publicity Association, tel: 0502 730345.

Yarmouth: Publicity push for coach business.

THE EXTREMELY PROFITABLE FACE OF 1992

The Biggest National Event of 1992 is already taking shape on the wooded slopes of South Wales' Ebbw Vale: Garden Festival Wales.

The Festival offers such a spectacular range of events that it is already being called the single most popular tourist attraction of 1992, with an expected attendance of at least two million.

A SUPERB OPPORTUNITY

The sheer numbers of visitors that will pour through the gates of Garden Festival Wales between May and October 1992 make it a 'must' for any serious tour or coach operator. In terms of profitability alone you really are unlikely to come across a better opportunity for next year! But that's only half the story.

HOW WE HELP YOU

The Festival organisers are dedicated to giving you the best deal and the best possible support. That's why we are now giving special group prices plus a number of suggested itineraries. The Festival will also be intensively advertised nationally in the run up to Spring 1992.

Garden Festival Wales – it all adds up to your best profit opportunity for 1992!

Visit us at WTB's Travelpact to hear the latest news, or contact Catherine Hill, Deputy Marketing Manager, today at:

Garden Festival Wales Limited, Festival House, Victoria, Ebbw Vale, Gwent. NP3 6UF.
Tel: (0495) 350198
Fax: (0495) 301233

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Gŵyl Gerddi Cymru
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GW 3

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To reserve your places and for more information on this tour please contact:

Gary Baker, Dept. Gt. Yarmouth Publicity, c/o Potters, Coast Road, Hopton-on-Sea, Gt. Yarmouth, NR30 9BX
or telephone **(0502) 730345 or FAX (0502) 731970**

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HOW TO GET THERE – A21 to Pembury. From Pembury take B2015 towards Maidstone. First right after 2½ miles.
Tel. Paddock Wood (089283) 2549, Mrs Preston or Miss Bendall, Badsell Park Farm, Matfield, Tonbridge, Kent TN12 7EW

Get the fright of your life at the spine-chilling Crypt!

Myths, legends and horrors are the main features of the recently-opened Hebden Crypt, a horror museum to send a chill down the spine of any visitor!

The museum consists of a series of twisting, low dark passages with a marvellous dank odour created by a special smell device. A funeral bell tolls incessantly, monks' voices are chanting and smoke fills the whole building.

There are 20 exhibits, five of them moving ones, including the ever-popular Dracula, a replica of the famous Halifax Gibbet, Sweeney Todd, Merlin, Druids and Jack the Ripper.

There's an old London street scene, complete with sounds from the late 1800s, and five different sound tracks as you make your way round the museum.

The most horrific scenes are on the ground floor, while upstairs there's a lighter atmosphere including the childrens' favourite, King Arthur and the Sword of the Lake, the Tutankhamen burial site and the astrological room with its unusual posters.

There's also a Museum Monster, known as The Lurker, who has the habit of appearing from nowhere!

On site facilities include a 32-seat snack bar.

Open: Tuesday-Sunday throughout the year and every Bank Holiday weekend except Christmas, 10am-5pm. Group prices available on request.

For more details contact The Hebden Crypt, Valley Road, Hebden Bridge, W Yorkshire. Tel: 0422 845690.

Top hotel stays in the saddle

One of York's landmark hotels has been renamed, following a £3 million development which has added 55 bedrooms, a leisure club and new meetings facilities for 200.

The Swallow Chase Hotel, by the city's racecourse, has now been renamed the Swallow Hotel, York.

However, one familiar link with the hotel's racing traditions will remain - a giant leather saddle at the front of the 112 room building, which has served as a landmark for many group visitors!

More information from John Gallery, general manager, Swallow Hotel, York. Tel: 0904 701000.

Marine life centre set to open in May

Boulogne's harbourside casino is no more ... but in its place is a brand-new exhibit of marine life, due to open in May.

Nausicaa will be one of the world' most spectacular exhibitions when complete, taking visitors on a round trip of the oceans. It combines static exhibits, detailing man's use and misuse of the sea, with huge aquaria.

One of the aquaria surrounds the visitor with sharks; another allows them to pop their heads up into the seabed, via some ingenious glass domes, while another is a suspended aquarium full of tuna with a light show which shows the ruthlessness of purse seine netting.

A massive cinema, with films in English, is part of the guided visit, but must be booked in advance for groups. The attraction has a special group restaurant, another for individuals and adequate bar facilities. Nausicaa is a short walk from the harbourside coach park.

Operators dealing with corporate groups can book the centre's huge auditorium, restaurant and meeting rooms which overlook Boulogne Bay.

Group entry is 33 francs a head, 25 francs for children, for groups of 20 or more. Opening hours are 10am-8pm, April-September, and 10am-6pm, October-March.

Contact Nausicaa, Boulevard Sainte-Beuve 62200 Boulogne sur Mer, Tel: 010 33 21 30 99 99.

BRIEFS

● Aladdin Tours has joined forces with a top Bristol hotel to offer a special programme of mini-breaks to coach operators and group travel organisers.

Wholesalers Aladdin and the Redwood Lodge and Country Club have based their programme on a calendar of sporting and cultural events, including theatre, opera and ballet visits. Also included are fully-supervised combat games, country pursuits and health and fitness weekends.

Packages start at £53 a head for bed, breakfast and dinner.

More details from Allan Edmondson, Aladdin Tours. Tel: 0234 713613.

● Coach operators looking for a new excursion stop in the Bradford area should consider a visit to Beans of Bradford, a large store a mile from the city centre with a vast range of men and womens fashions and leather handbags at discount prices.

There are three floors which stock branded fashions such as Alexon, Country Casuals, Viyella, Dash, Cojana and Gor-Ray and a wide range of handbags and shoes.

Many of the ranges are heavily discounted with approximately 50% off the original prices.

The store is already on the local tourist map and is a regular stop for coach parties.

More details from Anne Burnet, Beans of Bradford, 203 Westgate, Bradford, W Yorks BD1 3AD. Tel: 0274 725177.

● Wightlink is planning to introduce two new ferries on its popular Lymington-Yarmouth, Isle of Wight service. Plans for the two purpose-built vessels have been submitted to the local Harbour Commissioners and will shortly be submitted to other interested parties.

The vessels will be able to carry a combination of cars, lorries and coaches and onboard facilities will include lounges, bar, and buffet catering for 750 passengers. Wightlink is hoping the ships will be in service by summer 1993.

More details from Andy Newman, public relations manager, Portsmouth Harbour. Tel: 0705 855227.

Last year, visitors to Scotland's Travel Fair laughed all the way to Yon Bonnie Bank.

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To: Travel Trade Dept, Scottish Tourist Board,
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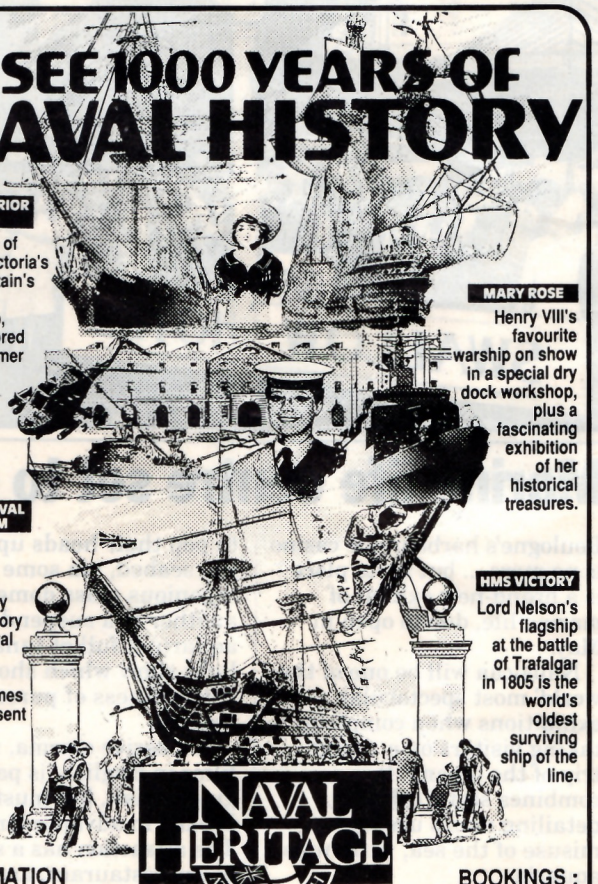

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GREAT SHOW LINE-UP FOR THE WEST END

By Brian Huxstep

IF you're anything like me you'll be counting the days to mince pie time again! I just love getting my hands on a big fat one - Christmas stocking you rude lot!

I went to see the Children Of Eden at the Prince Edward theatre and, whatever the critics may have said, I liked it and I think it should be a big hit - I've seen a lot worse productions in the West End that got much better notices. It has everything, wonderful music, a brilliant set, an energetic cast and one of the greatest stories ever told.

New show at the Lyric Theatre, Five Guys Named Moe, is a jazz musical by Clark Peters which has opened to great reviews. It's a Cameron Mackintosh production which transferred from the Theatre Royal, Stratford.

At the beginning of January I saw the new and excellent production of the Peter Hall company's production of Harold Pinter's The Homecoming at the Comedy Theatre, starring Warren Mitchell and Cherie Lunghi.

And talking of the Peter Hall company, there will be a new season at the Playhouse Theatre, starting with Twelfth Night from February 27-May 18, starring Eric Porter, Dinsdale Landen, Martin Jarvis and Maria Miles, followed by Rose Tattoo, starring Julie Walters, for 12 weeks from June 4.

For all of you familiar with the odd sticky moment or two, Julian Clary is Camping at the Aldwych until February 23.

Until March 30, Susan Hampshire and Koshiro Matsumoto IX star in one of my personal favourites, Rodgers and Hammerstein's The King and I, at the Sadlers Wells Theatre.

The London Palladium hosts Bruce Forsyth's One Man Show from March 4-9, followed by the superb joint RSC/Opera North production of Showboat for a short season from March 13-April 20. This was one of the best shows in town last summer and I'm sure it will be again.

From February 12-March 25 Dave Allen will be at the Strand Theatre.

All Things Nice, by Sharman Macdonald, is at the Royal Court theatre and follows the lives of three generations of Glaswegian women.

Matador, the much talked-about musical, finally opens at the Queens Theatre in April, starring John Barrowman from the original Miss Saigon cast and Stefanie Powers .... wow, wow, wow ... with previews from April 2-15.

Previewing at the Globe is Map Of The Heart, starring Patrick Malahide from 'Minder' as Albie Steadman, a man seeking freedom from both his marriage and his career. Sinead Cusack plays his wife and Susan Wooldridge, Daphne Manners in 'Jewel in the Crown', also stars.

Ben Elton's new comedy, Silly Cow, previews at the Haymarket from February 20, starring Dawn French. I leave you to wonder what it will be about!

Showbiz rumour has it that there's a new musical in the pipeline starring Cliff Richard..... more news as and when.

No dates yet, but I'm reliably informed that Jason Donovan (you know, the blond one in Neighbours) will take the lead in Andrew Lloyd Webber's Joseph And His Amazing Technicolor Dreamcoat, at the London Palladium later this year. Andrew Lloyd Webber is also thought to be working on a new musical, a version of Sunset Boulevard.

Grand Hotel, starring Michael Ball, and reputed to be a big hit on Broadway, is definitely coming to the West End - I'll let you know when.

Gypsy will open soon in the West End and the hot news is that it will star either Tyne Daly, Bette Midler or (and I know who my money's on) Lisa Minelli.

British Nuclear Fuels are to sponsor a 'Festival of New Musicals' at the Opera House, Buxton. All have to be contemporary or previously unperformed works and will be co-ordinated by Richard Stilgoe.

Cameron Mackintosh's delightful production of Rudyard Kipling's Just So is to transfer to an off-Broadway venue before returning to the West End - I'll bring you up to date as soon as I know.

Applause is a specialist group booking agency for all West End theatres and theatres around the country. Excellent discounts are available at many West End shows including, previews for Matador at the Queens; Map Of The Heart at the Globe, Me and My Girl at the Adelphi; Shirley Valentine at Duke of York's theatre; The Woman in Black at the Fortune Theatre; The Rocky Horror Show at the Piccadilly; Out of Order at the Shaftesbury; Buddy at the Victoria Palace and Absurd Person Singular at the Whitehall theatre. For details of these and many others, contact Brian Huxstep, UK Sales Manager at Applause. Tel: 071 831 2771.

Theatre Update

Aldwych: Julian Clary is CAMPING at the Aldwych.
Adelphi: ME AND MY GIRL - Gary Wilmot and Jessica Martin.
Albery: BLOOD BROTHERS.
Apollo Victoria: STARLIGHT EXPRESS.
Cambridge: RETURN TO THE FORBIDDEN PLANET.
Comedy: THE HOMECOMING - Warren Mitchell and Cherie Lunghi.
Dominion: 42ND STREET - February 27-March 20.
Duke of York's: SHIRLEY VALENTINE.
Theatre Royal Drury Lane: MISS SAIGON.
Fortune: THE WOMAN IN BLACK - Charles Kay and John Duttine.
Garrick: THE REHEARSAL - Nicola Paget and Jonathan Hyde.
Globe: MAP OF THE HEART.
Haymarket: SILLY COW - Dawn French.
Her Majesty's: PHANTOM OF THE OPERA.
London Palladium: BRUCE FORSYTH, March 4-9; SHOWBOAT from March 13.
New London: CATS.
Old Vic: TIME AND THE CONWAYS.
Palace: LES MISERABLES.
Phoenix: INTO THE WOODS.
Piccadilly: THE ROCKY HORROR SHOW.
Prince Edward: CHILDREN OF EDEN.
Prince of Wales: ASPECTS OF LOVE.
Shaftesbury: OUT OF ORDER.
St Martins: THE MOUSETRAP.
Vaudeville: HIDDEN LAUGHTER.
Victoria Palace: BUDDY.
Whitehall: ABSURD PERSON SINGULAR.
Wyndhams: SCENES FROM A MARRIAGE.

ROMANS SIGHTED ON TOWER HILL

Romans have been sighted at Tower Hill in the City of London – as have Viking hordes, Christopher Wren, and the Luftwaffe.

From late Summer 1991, visitors to London will be able to experience the same sight; London's first dark ride museum, illustrating 2,000 years of the City's colourful history.

Developed by the Culverin Consortium in association with the Museum of London, the Tower Hill Pageant will be a major new tourist venue.

The Pageant is located within the Tower Hill Vaults, next to the Tower of London. Visitors will travel in automated cars through the City's history, experiencing the sights, sounds and smells through the latest display techniques.

Within the Pageant the Museum of London are staging a unique display of waterfront archaeological finds and the complex also includes shops and restaurants.

The Tower Hill Pageant will cater for over 500,000 visitors a year, appealing to domestic as well as overseas tourists.

A special leaflet has been prepared for tour operators and the travel trade. For your copy just send the coupon below, or call us on 071–924 2465.

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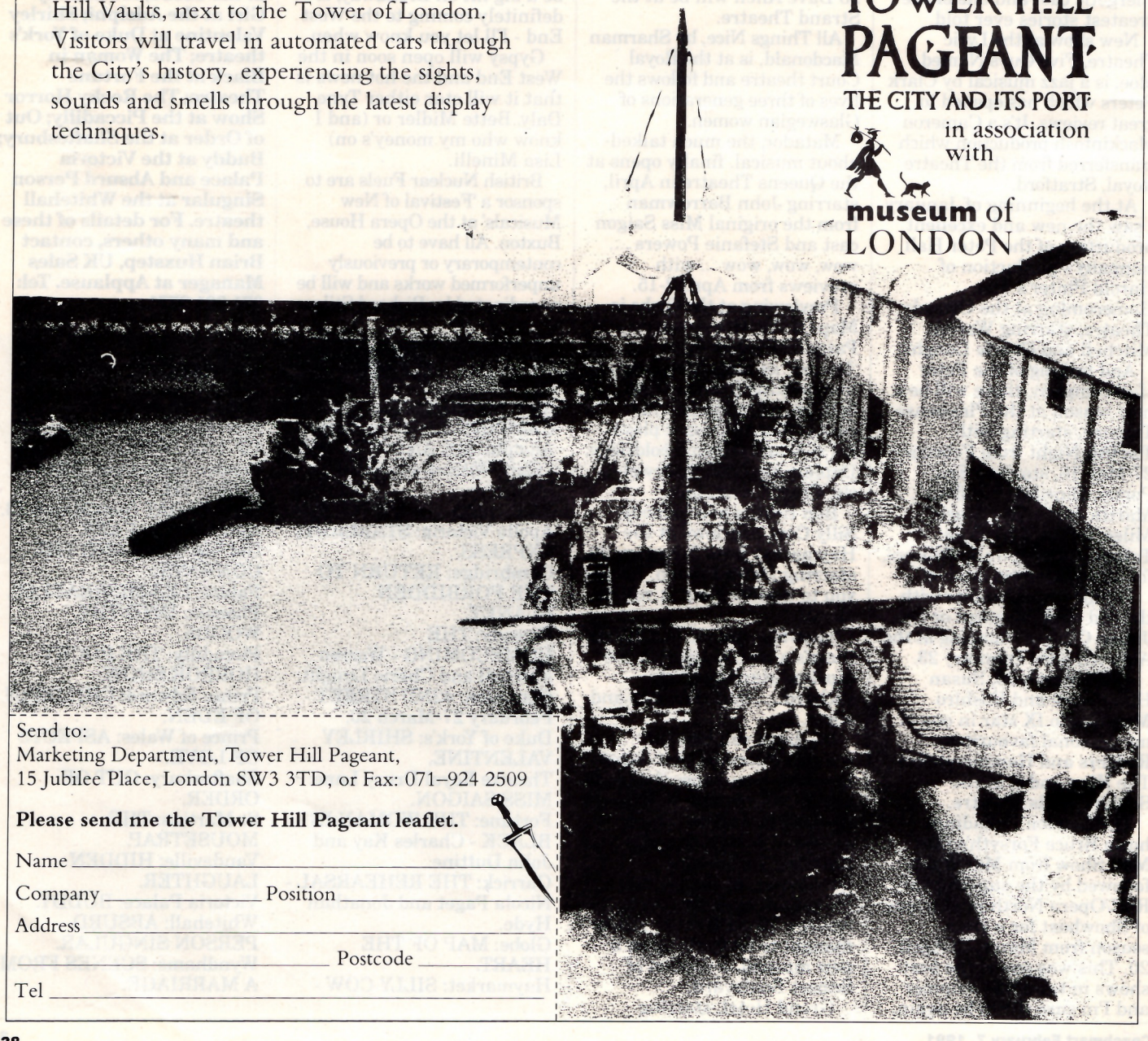

Send to:
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John & Grace Walters

Tel. 0253 41928

(15834/Ho)

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- ★ On seafront, close to shops, 36 bedrooms, en suite available
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BARGAIN BUS

BEDFORD 500 DUPLE DOMINANT I 1978 (T)

53-seater, tested to August 1991.

£4,250 ono for quick sale

Tel. 0896 84360 or evenings 0896 822175

(16525/BB)

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1986 TRANSIT 190

16 seater, 2.5 diesel engine, tax Feb '91, MoT Nov '91.

£4,500 + VAT

Larger vehicle considered in part ex. (cash back if req'rd).

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(16604)

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12 high back seats. High roof. Test Aug '91. 24 mpg. Excellent condition.

£6,250 ono + VAT

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48-seater, PSV'd, toilet, radio cassette, PA, very good condition, give away price.

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52 seats (inc dvr), recliners, toilet, drinks, sleeper compt, radio/cass/PA, air cond, MoT.

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12 metres, private plate, new automatic box, 50 recliners, curtains, Blaupunkt audio, MoT November 1991.

£16,000 + VAT

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49 seats, full executive spec, excellent conditon.

£65,000

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1976 AEC 760 PLAXTON. 53 seats, recent moquette, power door, MoT July '91. **5,000 ono + VAT. Tel. 03543 5210/4727.** (17441/AEC)

1966 AEC Regal, 70 seater double decker, collector's item. Good engine. Good tyres. **£1,500 + VAT. Tel. 0286 870484.** (16507/AEC)

1977 AEC 760 PLAXTON. 53 seats, power door, MoT to Dec 1991, **£6,250 ono + VAT. Tel. 0259 216180.** (17359/AEC)

1975 AEC 760 Duple Dominant 1, 53 seater, MoT January 1992, reliable coach, power door, new batteries. **£4,750 + VAT ono. Tel. 0903 743391.** (16650/AEC)

YEOMANS CANYON TRAVEL

21-23 THREE ELMS TRADING ESTATE, HEREFORD.

TEL. 0432 356201

Four 1979 AEC Duple Dominants, express doors, Bristol dome, 53-seaters, all white, MoT to October '91, sensible realistic offers accepted.

Part-exchange considered.

(17364/AEC)

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TEL. 0432 356201

Four 1979 AEC Duple Dominants, express doors, Bristol dome, 53-seaters, all white, MoT to October '91, sensible realistic offers accepted.

Part-exchange considered.

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SPECIAL OFFER

One only AEC 760 Horizontals

LEYLAND 680 Horizontal engine

Both can be heard running.

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....only £45

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Mobile (0836) 529555/ 241379

(16464/AEC)

BEDFORD

1986 BEDFORD 500, 35 seater Plaxton Paramount 3200, MoT May 1991, curtains, radio cassette, recliners, very good condition inside and out. **£31,500 + VAT. Tel. 081 808 2000.** (17594/BE)

1982 Y REG, YNT TURBO DOMINANT IV, 53-seater, new engine & gearbox, retrimmed seats, curtains, air door, Bristol dome, side lockers, radio/PA/cassette, telephone if required, immaculate condition, MoT to August 1991, taxed, must be seen, **£18,000 + VAT. Stan's Coaches, Maldon, Essex. Tel. 0621 891959 any time.** (17413/BE)

1986 BEDFORD YNV 320 DUPLE EXEC. 53/57 recliners, toilet, curtains, carpets, tinted windows, coffee machine, new speed limiter. New MoT. **£35,000 + VAT. Tel. 0603 871376.** (17432/BE)

1979 YMT DOMINANT II EXPRESS
53 seats, 14 months MoT
£5,250

1980 YMT SUPREME EXPRESS
53 seats, choice of four, all in good condition, with test
£6,250

Midland Travel, Mansfield
Tel. (0623) 743576
(16545/BE)

B REG BEDFORD YNT Laser II, taxed and Tested till August 91. Immaculate condition throughout. **£26,000 ono + VAT.** Px considered. **Tel. Blackpool 0253 792222/403985 eves.** (17585/BE)

CHOICE OF 1978/81 BEDFORD YMT, long tests, very reliable, motors in daily use. **From £4,000 + VAT. Tel: 0792 701644 days or 0792 773993 nights. Brian Isaac Coaches, Swansea.** (17436/BE)

1983 BEDFORD PLAXTON PJK, 29-seater, radio/cassette/PA, all white, vgc, test Oct '91, £9,000. **Windmill Coaches, tel. 0206 210263 (Essex).** (17357/BED)

1978 YMT DUPLE DOMINANT II, 53 seater, long MoT, good order. **£3,500 + VAT. Levers Coaches, Wiltshire. Tel: 0747 830229.** (16490/BE)

BRISTOL

BRISTOL VRT
Gardner engine,
current MoT, 1974,
74 seats, choice of 3.
£2,800 + VAT
Tel. S. ELLIS
0782 744744
(Stoke and Birkenhead)
(17362/BR)

BOVA

1982 DAF BOVA EUROPA, 50 seats, rear toilet, drinks machine, provision for video, radio, p/a, tape, Webasto heating, full draw curtains, headrest covers, FSH, 5 years private plate, MoT Dec '91. Excellent condition throughout. Offers. **£29,000 + VAT. Telephone (0226) 293566.** (16374/BV).

1986 BOVA FUTURA, 49 Exec. **£57,500. Tel. 0626 66580.** (16492/BO)

BOVA

1983 EUROPA
47 seats + courier, rear sunken toilet, good condition, white with blue stripes.
£26,000 + VAT
AS ABOVE
47/53 seats, (+ 6 demountable tables), 1984.
£29,000 + VAT
WOOD TRAVEL LTD
Contact David Cole on
(0243) 868080
(16646/BO)

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CAETANO 25 seat executive midi coach, everything except toilet, new test, etc. **£19,250 + VAT ono. Tel (0786) 814319 or (0831) 417025.** (17430/CA)

DAF

DAF 1983, DKTL, 12 months' MoT, 53-seater, recliners, radio/PA, **£24,000 ono + VAT. Tel. (0626) 66580.** (16491/DAF)

1984 DAF SB2300 PLAXTON PARAMOUNT 3200, two star spec, 53 reclining seats, curtains, radio cassette, pa, Telma, MoT Dec '91, **£37,000 + VAT. Tel. 081 808 2000.** (17595/DA)

1982 Private plate, DAF BOVA EUROPA, 53-recliners, courier seat, continental door, curtains, radio cassette, P/A system, power door, Webasto heating, recon engine 6 months, nice condition, **£23,000 + VAT. Tel. 042121 6628.** (16495/DAF)

DAF DKTL PLAXTON MK V, 1983, 57 seats, owned by us since new, **£24,000. Tel. 0222 884649/9.** (17588/DA)

FORD

FOR SALE
1978 S REG FORD PLAXTON SUPREME. 53 seats, radio/PA, side lockers, power door, twin fuel tanks, newMoT..... **£4,800 + VAT**
1978 T REG FORD PLAXTON SUPREME. 53 seats, radio/PA, side lockers..... **£5,000 + VAT.**
Both coaches in daily use.
Tel. 0604 890210
YORKS COACHES
Short Lane, Cogenhoe
Northampton NN7 1LT
(17416/FO)

FORD T152 PLAXTON MK IV, 35-seater, 1979 V, decorative curtains, radio/PA, side lockers, good condition, MoT Feb 1992, **£9,250 ovno. Tel. 0333 26109 (Fife, Scotland).** (17358/FO)

1976
FORD R1114 DUPLE DOMINANT
53-seater, in daily use,
test 13.6.91,
tax March '91.
£1,800 + VAT
Tel. 0262 674500
(17446/FO)

1979 FORD TRANSIT, PSV'd, MoT July '91, 12 seats, reliable vehicle, would make a good school bus, **£750 + VAT. Tel. 0705 829992 (Day); 0705 372343 (Eve).** (17370/FO)

1978 FORD PLAXTON, 53, 13 months' MoT, **£3,750 + VAT ono. Tel. 0974 202495.** (17366/FO)

IVECO

1985 IVECO BERKHOF, 25 reclining seats, good condition, tested 7/91, **£23,000 + VAT. Tel. 081-965 5333.** (16398/IV)

LAG

1986 OCT (D) LAG PANORAMIC, 49 seats, toilet etc. All usual Lag extras, very low mileage and in excellent condition, used exclusively on own touring programme. Choice of 3 – all just tested, **£56,500. Tel. Crusader Holidays, Clacton-on-Sea (0255) 425453.** (17593/LAG)

LEYLAND

1982 LEYLAND CUB, 31 seat Duple Dominant service bus, low mileage, 7ft 6ins wide, lovely condition, new test. **£6,250 + VAT. Tel. (069 887) 242 or evenings/weekends 289 or 264.** (17425/LE)

LEYLAND TIGER DUPLE DOMINANT IV. 53 seat Express. Good condition, first reg 1-4-83. Test till 1-4-92. Bargain at **£19,500 + VAT. Hornsby Travel, Scunthorpe. Tel. 0724 282255.** (17449/LE)

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AEC ROUTEMASTER HOSPITALITY COACH/MOBILE HOME

This Routemaster double decker coach has recently undergone a total mechanical and body overhaul and repainting, and conversion into a mobile luxury hospitality coach/mobile home.

Facilities include fluorecent lighting, diesel generator, twin 24 volt and 12 volt battery systems, thermostatically controlled diesel hot air heater system, 60 gallons fresh water, waste drop tanks, toilet, shower, kitchen with 4 hob burner, sink, hot water system, fridge, safe, radios, colour TV, smoke detectors, even a built in Hoover.

Lower deck has a fitted kitchen with matching pots, pans, crockery and cutlery, with club seating for 8, the upper deck is fitted with couches and seating for 10/14 people, (or lounge bedroom) with curtains on all windows, single hob and sink, fitted carpets, and the total vehicle has the latest moquette materials on the seats and matching ceiling covering, to make this coach ideal as a mobile home or hospitality vehicle. The original cost of conversion was in excess of £50,000 which is now offered for private sale at £25,000.

A limited number of Routemaster spares are also available, overhauled gearbox, high speed RMA diff, RMA/RMC/RCL air bags, new hand rails, brand new tyre and rim, pair of RM/RT rear wheel covers and fixings.

For further details, call

DAVID MUNTON (York) 0904 413349 (15848/DD)

GREYHOUND INTERNATIONAL TOURS HAVE FOR SALE:
VRT Double Deck buses 1974-76, prices from **£1,500-£5,000** with or without MOT, also range of **cheap coaches,** as well as **up to date models. AEC REGENT DOUBLE DECK BUS,** automatic and **1973 London Transport DMS** automatic with 12 months MoT.
45 Broadway, Bexleyheath, Kent DA6 7JT.
Tel: 081-303 6303 (17418/DD)

LEYLAND

1979 PP LEYLAND LEOPARD DOMINANT 2
48 reclining seats, hot drinks, TV, video, toilet, carpet, curtains, tinted windows, MoT May '91. Exc cond.
£15,000 + VAT
Tel. (0234) 360327
(17440/LE)

1981 LEYLAND LEOPARD, Plaxton body, 53 reclining seats, ZF gearbox, taxed & tested, good condition throughout. **Only £17,000 ono + VAT. Tel. (0226) 744344.** (16559/LE)

1981 Leyland Leopard Plaxton 5, 53 seats, curtains, PA, radio, long MoT, good condition. **£16,000 + VAT ono. Tel. 0547 528303.** (17447/LE)

1979 V REG LEYLAND LEOPARD
S/A taxed, 50 recliners, Telma, side lockers, curtains, radio/PA, very good condition, MoT Oct '91.
£11,000 + VAT ono
Tel. 0279 425956
(17373/LEY)

LEYLAND

VALE OF LLANGOLLEN TRAVEL
Cefn Mawr, Wrexham

have FOR SALE due to fleet replacement the following tour coaches in excellent condition, only used 6 months each year.

1986 LEYLAND TIGER 245/PLAXTON 3500, 49/51 Vogel recliners (grey), ZF manual gearbox (two).

1985 LEYLAND TIGER 245/PLAXTON 3500, 49/51 Vogel recliners (grey or brown), ZF manual gearbox (two).

Each coach has new MoT test, Blaupunkt PA/radio/cassette system, full drawn curtains and updated front and rear body.

Enquiries to Llangollen (0978) 810070/1/2 during office hours (17422/LE)

WARNERS BUS AND COACH
OLDBURY BUILDINGS, NORTHWAY LANE, TEWKESBURY, GLOS

1979 MERCEDES, 12 seat, high roof, PSV specification, very tidy for year

1983 (REG) LEYLAND LEOPARD, Plaxton Supreme, 50 reclining seats.

1981 LEYLAND TIGER 245 ZF, Plaxton Supreme V, 50 reclining seats, etc. DoT 11/91.

1982 LEYLAND TIGER 245 ZF, Duple Goldliner, high floor, 50 reclining seats, double glazed, DoT 11/91.

1982 LEYLAND TIGER 245ZF VAN HOOL ALIZEE H, 48 reclining seats, double glazed, wc, TV, etc., DoT 12/91.

1986 LEYLAND ROYAL TIGER 260ZF DOYEN, 48 reclining seats, double glazed, wc, TV, etc.

The above represent a selection of tidy vehicles used on holiday tour work.
No prices given but sensible and realistic offers accepted.
Part exchanges considered
Contact Richard or Nick Warner on (0684) 292108
All viewing by appointment to save disappointment. (17431/LE)

FOUR LEYLAND TIGERS
1984/5 TL11 Hydracyclic Duple Caribbean and Laser Bodies. Offers in the region of
£20,000 invited.
Other vehicles available to inspect. Arrange with
Tony Griffiths on Brighton 0273 821111

1983 LEYLAND LEOPARD
12 mtr, 57 seats, MoT April '91, double glazed, Webasto, heater. Only
£16,250 ono + VAT
Tel. 0745 853871
(17587/LE)

2 X 1977 LEYLAND LEOPARDS, 51 recliners, semi automatic, long MoT. **Tel: 0792 701644 days or 0792 773993 night. Brian Isaac Coaches, Swansea.** (17435/LE)

NEOPLAN

NEOPLAN CITYLINER 1983 Webasto video, two monitors, toilet, fridge, hot drinks, courier seat, driver's bunk, reseated, resprayed white, excellent condition, 49 seats, MoT applied for. **£42,000 + VAT. Tel 051 643 1551.** (17448/NE)

1983 Jan
NEOPLAN SKYLINER
Double Decker
requires new engine and other minor repairs.
£26,000 + VAT
Tel. 061-483 2113
(17365/NEO)

VINTAGE VEHICLES

AEC HARRINGTON CAVALIER. 1962, 40 seats, retrimmed, refloored, repanelled and much more. An unusual and excellent period tourer. But need larger coach. **£4,650 + VAT or nearest. Further details 0323 422041.** (15846/VV)

1959 COMMER KARRIER. 14-SEATER, full re-build in original colours, tested 11/91, **£9,000 + VAT. Tel. 081-965 5333.** (16400/VV)

MERCEDES

MERCEDES-BENZ
OFFICIAL DEALER FOR LANARKSHIRE

811D
33 seater, power door, full coach quality specification.
Contact C.V. Sales
Special Finance Package available.
Immediate delivery

RIGHEAD INDUSTRIAL PARK, BELLSHILL — DERWENT A PENDRAGON COMPANY — 0698 748200

1986 MERCEDES JONCKHEERE P99. 77 seater, full specification double decker. Excellent condition. Ready to work. A bargain at **£55,000 ono + VAT. Tel. Roger Mott on (0296) 613831 (Bucks).** (16509/ME)

MERCEDES 307D, 1983, 12 high back seats, tinted windows, very good condition for year. **£3,995 ono + VAT. Tel. 0992 445556. (Herts).** (17443/ME)

MERCEDES 609D REEVE BURGESS, 20 seat coach, 1988, E reg, all usual extras, PSV, April 1991, good average condition, one owner, **£13,950 + VAT. Tel. 0535 653350, West Yorks.** (17591/ME)

1988 MERCEDES 811 Turbo Diesel, 33 coach seats, Robin Hood body, nice little coach. **OFFERS? Tel. 061-477 3325.** (17569/ME)

1982 MERCEDES 32 seat Executive Coach.
High specification Jonckheere Bermuda Coachwork including 32 seats, 8 tables, fitted kitchen, microwave, fridge, generator, 24/240V converter, WC/washroom, video, Blaupunkt stereo/pa, full draw curtains. Tested July 91.
£28,500 or offers.
Finance available subject to status.
Tel: 0923 210039

NEOPLAN

NEOPLAN SKYLINER
Double deck, 1984. New 12 months certificate of fitness, blue interior, white/orange/blue exterior, very tidy vehicle, Mercedes Benz V12, with 6 speed ZF gearbox.
£39,000 + VAT
NO OFFERS
Tel. (0928) 564515
(16648/NE)

SETRA

KÄSSBOHRER
YOU'LL LOVE DRIVING AWAY A SETRA

When it comes to coaches, you can be sure the Kässbohrer Setra won't break your heart. For an unbeatable investment - and the perfect way to spoil yourself this Valentine's Day - see the list below.

Year	Model	Seats	Price
1988	Leyland Tiger 290 Jonc. P50, TV/Video, WC, Air Con.	48	£85,000
1988	DAF 2300/Duple 340, TV/Video, WC, Radio/PA	53	£65,000
1987	Mercedes/Plaxton 3500, TV/Video, dem. WC	55	£76,000
1987	DAF/Caetano 11.6, Radio/PA	53	£73,000
1985	Neoplan Skyliner, TV/Video, WC, Kitchen	77	£73,000
1983	Bristol LHS/Plaxton 3200, Radio/PA	33	£21,000
1983	DAF/Plaxton 3500, Radio/PA, Side Lockers	51	£42,000
1982	DAF/MB 200 DKTL/Jonc. WC, TV/Video, Radio/PA	53	£39,000
1982	MAN SR 280, WC, Kitchen, Radio/PA	48	£35,000
1980	Leyland Leopard/Duple Dom II, Radio/PA, new COF	51	£13,000
1978	AEC/Plaxton, Radio/PA	53	£ 9,000
Setras			
1990	S 215 Full Ex. low m… UNDER OFFER …(Unhappy love affair with bank)		
1989	S 215 HRI (Rational), dem. …deo, Radio/PA, Central Locking, Warranty, SOLD	49/53	£113,500
1989	S 215 HRI (Rational)… C, TV/Video, Radio/PA, Central Locking, W… choice of 2 SOLD	49/53	£108,500
1984	S 215 HR (Rational)… UNDER OFFER …n, 65,000 KM since new. Full history, 1 year's full wa…		
1983	S 215 H, Kitchen, TV/Video, Radio/PA, warranty	49	£ 48,000
1983	S 215 HD, Kitchen, TV/Video… Warranty, choice of 2. BOTH SOLD	49	£ 62,500
1982	S 215 HD, Kit… /Video, Radio/PA, Warranty SOLD	49	£ 55,000

New vehicles available ex stock for next season plus limited number in build. Just ask for list. *Please note:* Year of registration does not necessarily denote year of manufacture.

Harry Kell 0932 843685 (Southern Area Manager)

Andy Timms 0625 877658 (Northern Area Manager)

☎ 0522 500115

Kässbohrer

Setra. Perfection in coaches.

Kässbohrer (UK) Limited, Sadler Road, Doddington Road Industrial Estate, Lincoln, LN6 3RS. Telefax: 0522 500118

1985 33-SEATER SETRA, reclining seats, TV, radio, immaculate, tested 9/91, **£55,000 + VAT. Tel. 081-965 5333.** (16399/SE)

1990 SETRA 210H. 32 seats, toilet, kitchen, tv/video. This gorgeous unlettered little fella could be yours for **£85,000 + VAT. Phone 031 339 6339, ask for Jack.** ***P.S. Still on friendly terms with Bank Manager so please, no vultures.*** (17450/SE)

1985 SETRA 215 HD
49 str, toilet, 240,000 miles, air con. **£67,500.**

1986 SETRA 215 H
53 str, 18,000 miles (choice). **£62,500.**

1987 SETRA 215 HD
49 str, toilet, 190,000 miles. **£82,500.**

All the above have private no. plates. Have been used only on UK Tours and are in mint condition.

For details and viewing ring Ken Pullen on
0252 724010
(16605/SE)

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FOR SALE
5 X Scania K112T's
£65,000 + VAT each
For further information
TEL 0563 22551
(16423/SC)

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VOLVO "FOR SALE" VOLVO
LEFT HAND DRIVE BUSES
VOLVO B59 – VOLVO B58
VOLVO B58 ARTICULATED

Large qty available, all in good serviceable condition, all can be converted to right hand drive
All can be supplied as "chassis" only to suit rebodying
All can be supplied "as is" or "rebuilt" or "fully reconditioned" with "new vehicle" warranty

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c/o GOUGHS TRANSPORT DEPOT, MORESTEAD, WINCHESTER, HAMPSHIRE SO21 1JD, UK
Tel (0962) 715566/715555 TLX 477179
Fax (0962) 714868
(15449/VO)

1986 B10M 3500 PLAXTON, 52 recliners, armrests, curtains, MoT June, **£60,000 + VAT. 1979 B58 DOMINANT II,** 51 seats, MoT Dec '91, **£12,500 + VAT. Tel. 041-554 5053 for further details.** (16412/VO)

1982 B10M VAN HOOL ALIZEE, 48 recliners, centre sunken toilet, video, boiler, excellent condition, new MOT. £38,000 + VAT ono. **Arvonia Coaches. Tel. (0286) 5175 or 77858.** (16645/VO)

WANTED
BERKHOFF – VAN HOOL – JONCKHEERE EXECUTIVE HIGHLINER
required. P.90 or similar considered.
Tel. 081-883 0160 or Fax. 081-883 3913
(17434/VO)

VOLVO B10M VAN HOOL ALIZEE H. Full spec, ex Smith Shearing. Absolutely every extra. **£49,850 + VAT. Tel. (0786) 814319 or 0831 417025.** (17429/VO)

JONCKHEERE DEAUVILLE MKIII B10M, May 1989, GLE, 51 recliners, full executive specification. Immaculate 65,000 miles only. Last chance at **£76,000 – NO OFFERS. 1982 B10M PLAXTON MKV,** 53 recliners, double glazed, tinted side windows, Webasto, Telma, power operated door, **OFFERS? 1980 PLAXTON,** 53 new recliners, tinted windows, power operated door, Telma, air overleaf suspension, fully automatic. Lots of money spent. **OFFERS?** All coaches in first class order. **Any trial. Tel. 061 477 3325.** (17568/VO)

VOLVO

CLARKES OF LONDON
2 x 53 – B10M
May 1986, C reg, Plaxton 3500, recliners, double glazed, Webasto, rubber under seats, carpet to gangway, radio + PA, speed limiters, MoT May 1991.

Contact Bill Clarke or Alan Philo

£62,000 + VAT ono

Telephone: 081 778 6697
(17565/VO)

1980 VOLVO B58 PLAXTON, 53 'E' type seats, private plates, MoT till Sept 91 **£17,000 + VAT ono**

1981 VOLVO B58 DUPLE, 57 seater, power door, private plates, MoT till August 91 **£18,000 + VAT ono**

EAVESWAY MOTOR COACHES LTD

TEL. 0942 727985
(17583/VO)

VOLVO

1980 VOLVO B58
View master, 48 recliners/toilet, coffee machine, wired TV/video, remouetted/1990, MoT February 1992, private plate.

£20,000 plus VAT

Tel. DAY 0792 701644
NIGHT: 0792 773993
BRIAN ISAAC COACHES SWANSEA
(17439/VO)

VOLVO

VOLVO B58 PLAXTON COACH, 1976

Private plate, 50 seats + toilet, excellent condition, MoT till 7/91

£12,500 + VAT
Phone Kenny Taylor
0738 29339 (Perth)

(17598/VO)

1982 B10M PLAXTON SUPREME VI, 51 recliners, TV/video, radio/PA, d/glazing, interior red, MoT Jan 1992, operated from new, very good condition, **£28,000 ono + VAT. Tel. Longstaff of Mirfield – 0924 463124.** (17377/VO)

1981 VOLVO B58 PLAXTON SUPREME IV. 53 seater, power door, radio, P/A, MoT 6.12.91. **£18,000 + VAT.** Further information 'Shaun', **North Mymms Coaches Ltd., Tel. 0707 371866.** (17356/VO)

VOLVO B10M EXECUTIVE, 1982, private plates, 49 recliners, video with 2 screens, continental power door, centre toilet, fridge, boiler, overhead lockers, sleeper, a/c, MoT to Dec '91. **£28,000 ono + VAT.** Part exchange considered, some work available. **Tel (0727) 47739.** (17427/VO)

1979 VOLVO B58 PLAXTON IV

P/D MoT June '91. Recent respray, black/white, good order throughout, genuine update. Sale.

£16,500 + VAT
Tel. 0989 82676 or 0531 820979 (Glos)

(17563/VO)

VAN HOOL

1980 AEC VAN HOOL ARAGON

12 month MoT, 57 retrimmed seats, curtains, PA radio cassette, private plates.

Tel: 07982 3171

(16502/VH)

1984 ALICRON, new MoT, TV/video, radio/pa, d/glazing, 49/53 recliners, demountable centre toilet, coffee machine, fridge, Webasto, operated from new, **£48,000 ono + VAT. Tel. Longstaff of Mirfield – 0924 463124.** (17376/VH)

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Carlyle

BUS CENTRE

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2.5 litre diesel, 5 speed, 16 high back Capri seats covered in moquette and set on tracking, full length luggage racks with driver's locker, electric intake/extract unit, lift up roof vent, Blaupunkt stereo radio/cassette plus 4 speakers, saloon heater, tinted windows, wheel trims, decorative curtains, dropped passenger entrance step, CIF, 12 months road tax.
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Power steering, 15 high back Capri seats set on tracking, soft trim interior, full length luggage racks, lift up roof vent, electric intake/extract Blaupunkt stereo radio/cassette, saloon heater, bronze tinted windows, decorative curtains, dim/bright interior lights, Certificate of Initial Fitness, 12 months road tax.
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36 Months x £1,400
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£14,000

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1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
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1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
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1979 FORD DUPLE DOMINANT II body, tested til end February 14-2-91.
1978 FORD PLAXTON SUPREME body. Test expired.
1977 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 18-10-91.
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1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 14-3-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 8-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 30-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 25-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 9-4-91.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1977 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test 29-4-91.
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(17566/UN)

1985 VOLVO B10M Plaxton Paramount MkII 3200, low driver, 53 R, Telma, Webasto, Pannier lockers, wheeltrims, curtains, radio/PA, Tempo 100, private plate, interior brown/orange stripe, exterior white/red/blue, tested 18.2.92, **choice of 2..... £45,000 ono**

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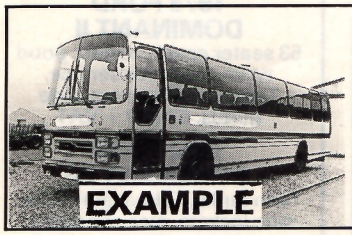

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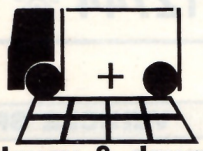

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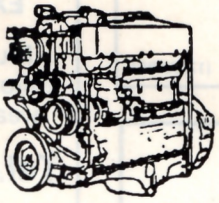

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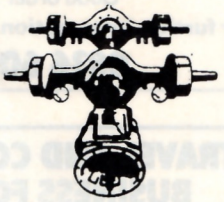

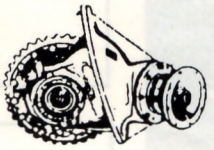

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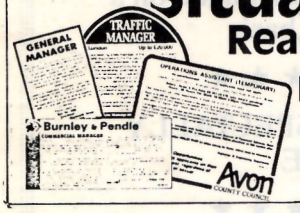

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17384/AP)

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